

# latitude 38

THE NORTHERN CALIFORNIA SAVING SHEET  
VOL. 37 JULY 1980

BULK RATE  
U.S. POSTAGE  
**PAID**  
SAN RAFAEL  
Permit No. 210





INVITES YOU TO

# **"A YACHTING SEMINAR"**

## **AND PRIVATE SHOWING —**

**SUNDAY  
JULY 20  
12-6**

**— FEATURING —**

- MEGA 30 Fixed Keel
- C&C 30
- C&C 32
- C&C 34
- C&C 36
- C&C LANDFALL 38
- C&C 40

**LIMITED  
ATTENDANCE  
RESERVATIONS  
REQUESTED.  
CALL 521-7200  
CLOSING DATE:  
JULY 16**

**— PLUS —**

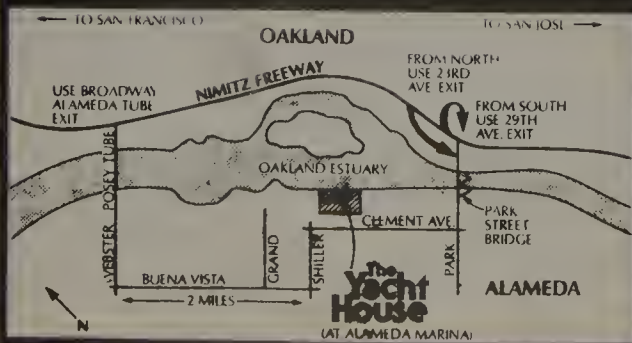
**A GALLERY OF CUSTOM PLANS, FEATURING THE ALL NEW RACE/CRUISE 43 AND  
THE FABULOUS LANDFALL 48**

**— AND —**

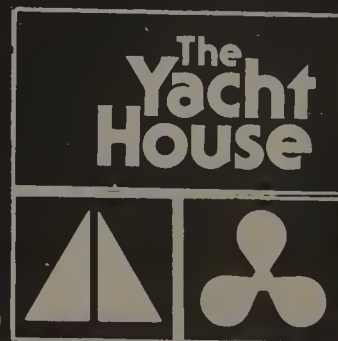
**LIVE MUSIC / REFRESHMENTS / MINI-CLINICS**

**— SPOKEN WORD —**

**BY EXPERTS IN SAIL SELECTION, RIGGING, SAIL HANDLING, FINANCE,  
CHARTER, LEASEBACKS, TIMESHARE, — BANKERS, ACCOUNTANTS, FLEET  
MANAGERS**



**1815 Clement Avenue  
Alameda, CA 94501  
(415) 521-7200**





# EXQUISITE CUSTOM SAILS

## PINEAPPLES GET ONE TWO IN ONE DESIGN

One day Tom Hannon and Mal Weaver got together and decided to buy a boat.

Tom used to own **Prospector**, a Cruising Cal 46. Tom is a competitive sort, but how does one take a Cal 46 on the race course? The answer is simple: go on the "Enchilada Derby", dress the crew in tuxedos, and in the harbor at Ensenada after the finish (to a standing room only audience) you show "Deep Throat" on the mainsail.

Mal used to own **Hilaria**, a beautiful aluminum yawl, designed by Sparkman and Stephens, built by Abeking and Rasmussen, with an interior by Gumps. Then he got a Santana 30. Just to enjoy himself racing. After all, you just don't go slugging it out in the slot with engraved china on the table.

Somehow Tom and Mal got Dick Pino involved. Between them **Raccoon Straights** got organized. She is a Santana 35 and hails from Raccoon Straits.

Of course a project like this wants to be done right.

Richards and van Heeckeren, in their quiet way, have done some very fine work with fractional rigs. Connoisseurs know this, and that is why Richards and van Heeckeren were chosen as the sailmakers for **Raccoon Straights**.

You want to feel good about the sailmaker you choose.

**Raccoon Straights** won the Saint Francis Spring Invitational One Design Regatta, while **Dream Machine**, a Santana 35 which belongs to John Christiansen and John Aitken was second. John and John is a separate story, and we'll save it for some other time.

If you need sails and would like to work with a sailmaker who is helpful and who insists on doing things right, you should work with Richards and van Heeckeren.

Come by or give us a call, we'll be glad to help.

PHOTO BY DIANE BEESTON



**Raccoon Straights** ★, winner of the Saint Francis Yacht Club Invitational One Design Regatta



415/444-4321

★ Powered by Pineapples

Stocking Dealers for: Headfoil 2  
and Atlantis Foul Weather Gear

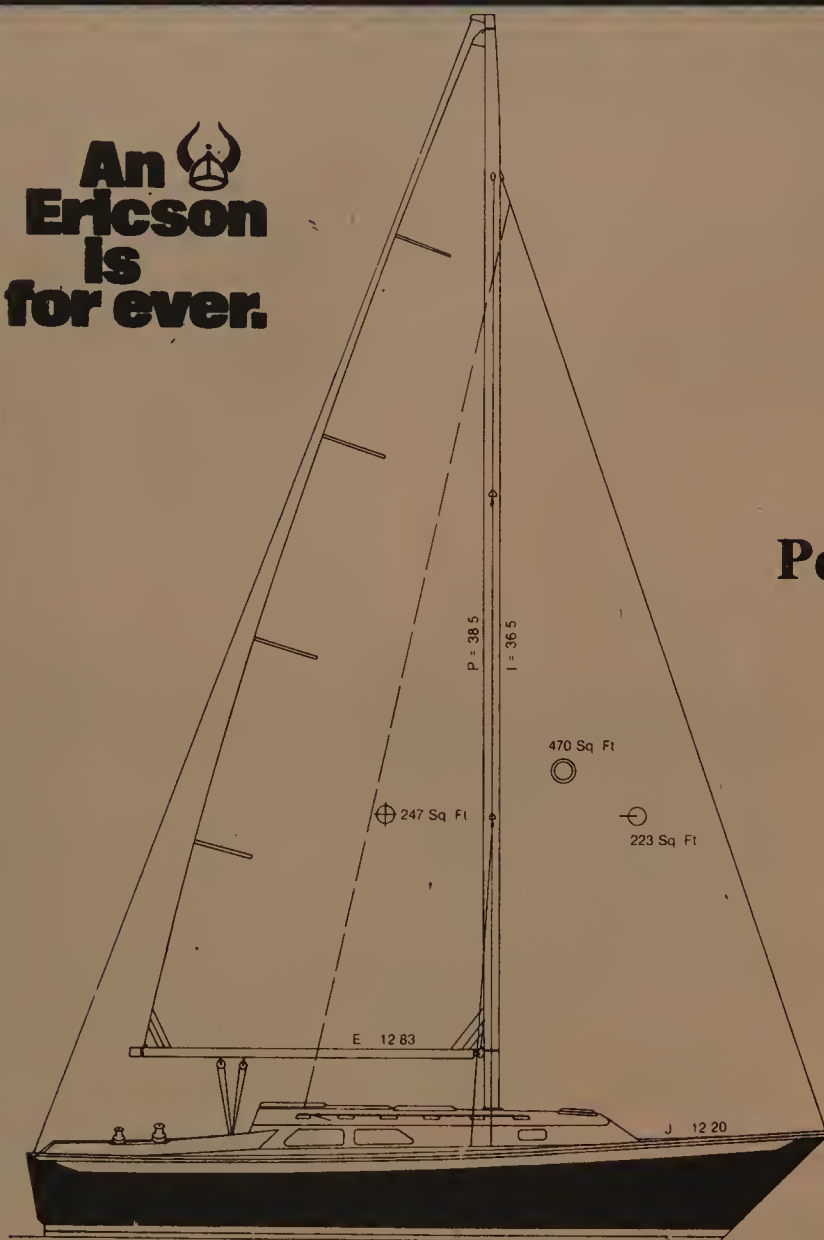
# Richards and van Heeckeren

SAILMAKERS AT 123 SECOND STREET, OAKLAND, CALIFORNIA 94607 (415) 444-4321



# ERICSON/30+

**An  Ericson  
is  
for ever.**



Once in a great while a yacht so captures the spirit of the times that she becomes the benchmark against which all others are compared! Performance minded cruisers — you deserve to take a look . . .

## Specifications

L.O.A. .... 29'9"  
L.W.L. .... 25'3"  
Beam .... 10'5"  
Deep Draft .... 5.83'  
Displacement .... 9,000' lbs.  
Ballast .... 4,000 lbs.  
Headroom .... 6'2"  
Water .... 25.0 gal.  
Fuel .... 25.0 gal.

## Sail Plan

I ..... 36'5"  
P ..... 38'5"  
E ..... 12.83'  
J ..... 12.20'  
Main ..... 247 sq. ft.  
100% Fore-Tri ..... 223 sq. ft.  
Total Sail Area ..... 470 sq. ft.  
Mast Above DWL ..... 46.2'

*We Also Have On Display —*

**38**

**35**

**25 +**



**Financing  
15 yrs.**

## NORTHERN CALIFORNIA YACHT SALES

2415 Mariner Sq. Dr., Alameda, CA 94501  
(415) 523-8773

1500 Maple St., Redwood City, CA 94063  
(415) 368-2908





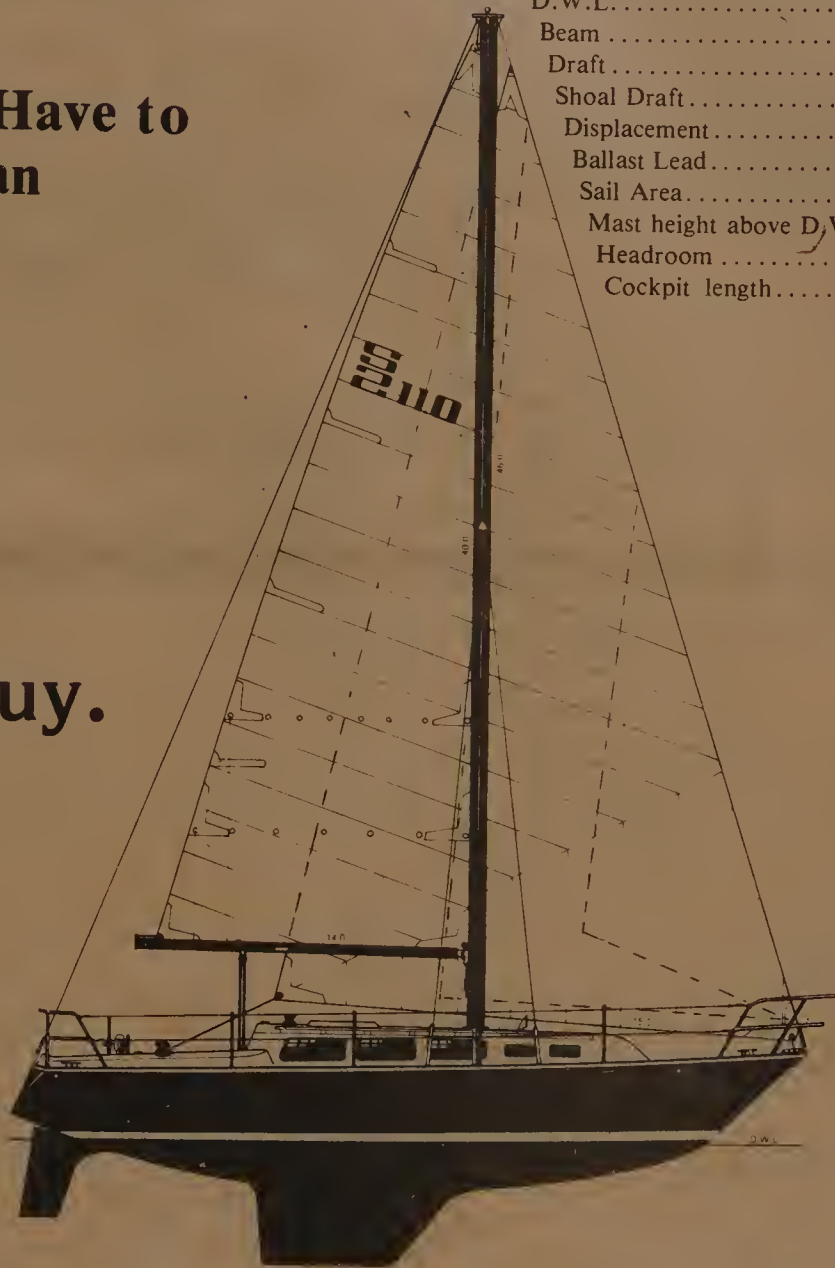
# 11.0 METER

Now When You Choose  
A Sailboat, You Don't Have to  
Decide Between Less than  
you hoped for and  
more than you can  
handle . . .

The Best Boats  
Experience Can Buy.

## SPECIFICATIONS

L.O.A.	11.0m	36'0"
D.W.L.		28'3"
Beam		11'11"
Draft		5'6"
Shoal Draft		4'6"
Displacement	15,000 lbs.	
Ballast Lead	6,000 lbs.	
Sail Area	625 sq. ft.	
Mast height above D.W.L.	49'0"	
Headroom	6'3"	
Cockpit length	9'0"	



6.7



7.3



8.0B



9.2C



8.5A



9.2A



11.0C

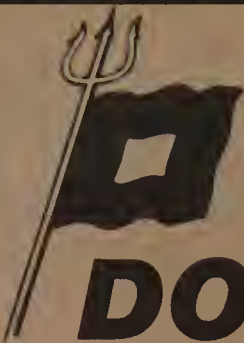
Available  
14%  
Interest

## NORTHERN CALIFORNIA YACHT SALES

2415 Mariner Sq. Dr., Alameda, CA 94501  
(415) 523-8773

1500 Maple St., Redwood City, CA 94063  
(415) 368-2908





# **PEARSON DOES IT AGAIN!**

## **PEARSON YACHTS ANNOUNCES A NEW FACTORY FINANCING PLAN WHICH RETURNS BOAT LOANS TO "THE GOOD OLD DAYS"**

- LOW, SIMPLE INTEREST RATES
- UP TO 15 YEAR TERMS
- LOW DOWN PAYMENT
- NO POINTS, LOAN FEES OR PRE-PAYMENT PENALTIES
- SUPER FAST SERVICE
- AVAILABLE FOR BOTH NEW & USED PEARSONS
- NO GIMMICKS (YOU DON'T GET LEFT HOLDING THE BAG 6 MONTHS DOWN THE ROAD!)

### **BUYERS:**

NOW THE BEST IS EVEN MORE AFFORDABLE, PLUS RESALE VALUE IS ENHANCED BY THE AVAILABILITY OF FACTORY FINANCING WHEN IT'S TIME TO TRADE.

### **SELLERS:**

IF YOU'RE SELLING A PEARSON, LIST IT WITH US. YOU'LL HAVE THE BENEFIT OF FACTORY FINANCING WORKING FOR YOU!

## **CALL (415) 261-SAIL FOR DETAILS!**

*Sailboats Inc.*

**EMBARCADERO COVE  
OAKLAND, CA 94606**



# CONTENTS

11	subscription
17	letters
45	loose lips
49	changes in latitudes
52	sightings
54	sss transpac
59	sss sailors
66	cooking at sea
70	interview: farr
78	isla socorro
82	boy wonder/down under
88	goodbye concrete
92	kauai transpac
101	the gang of eight
104	channel island sheet
110	innocents aboard
112	max ebb
114	out of my mind

## JOHNSON & JOSEPH COMPANY

OAKLAND • SAN FRANCISCO • SAN DIEGO

490 Jefferson St., San Francisco, CA 94109 362-2710  
 76 Jack London Square, Oakland, CA 94607 452-1100  
 2727 Shelter Island Dr., San Diego 223-1691

### SOMETHING NEW!

The SEIKO QUARTZ DIVER'S WATCH for Men and Ladies. This very accurate timepiece is the result of advanced precision technology, coupling precision timekeeping with excellent water-resistant quality.

### FOR THE CARE OF YOUR CRAFT: SUPER V VARNISH



- ★ No sanding between coats
- ★ Won't crack, chip or peel
- ★ Can be applied over existing varnish
- ★ No "expert touch" needed
- ★ Heavy duty "Ultra-violet" shield
- ★ Double the life of ordinary varnish

### NEW ARRIVALS IN YACHTING APPAREL

FROM WOOLRICH — Jackets of 65% cotton, 35% poplin; Drawcord jeans and Rugby shorts of 100% natural cotton twill; short-sleeved Bush shirts of cotton canvas; Wallaby shirts of cotton interlock knit in an array of sizes and colors and genuine cotton Madras shirts for both men and ladies.



### WE ALWAYS CARRY

Original Sperry Topsiders Deck shoes in many styles, sizes and colors.

### FROM OCEAN PACIFIC

Nylon windbreakers; solid color short-sleeved knit shirts; cotton corduroy cargo shorts; silk-screened crew neck T-shirts of 100% cotton; and a velcro-adjustable plastic visor in an assortment of summer colors.

### SUPER SUMMER SWEATER SALE!

A wide assortment of sweaters at 15-35% off. Take advantage of these savings now!



Announcing  
the

**marin**

(415) 332-5172 • 9 to 5:30, 7 Days

**marine**

300 Harbor Drive, Sausalito, Calif. 94965

# Great Barrier Winch Exchange

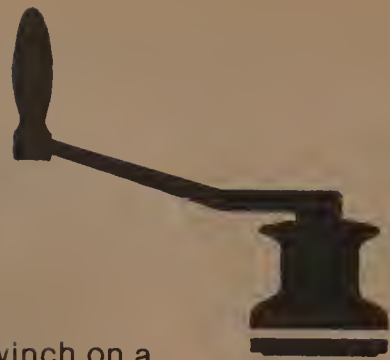




## Now . . . Trade-In and Trade-Up!

Trade in your old — still serviceable — Barient winch on a new self-tailing and/or larger model. Trade-in allowance is subject to our inspection of age, condition, and sale-ability of your old Barient winch.

---



## Check Our Stock . . . Ask the Experts

You will find a fine selection of Barients in stock and our experienced staff ready to assist you in your new selection.

---



## No Trade-In? Save On These Models —

We also feature an excellent inventory of Factory-Approved Reconditioned Barient winches . . . at very attractive prices.

---



## At Sausalito's Clipper Yacht Harbor

Bring in your Barient winch, or contact us at Marin Marine for details on this unique, exclusive, and limited offer.  
(415) 332-5172, open 9 to 5:30 every day.



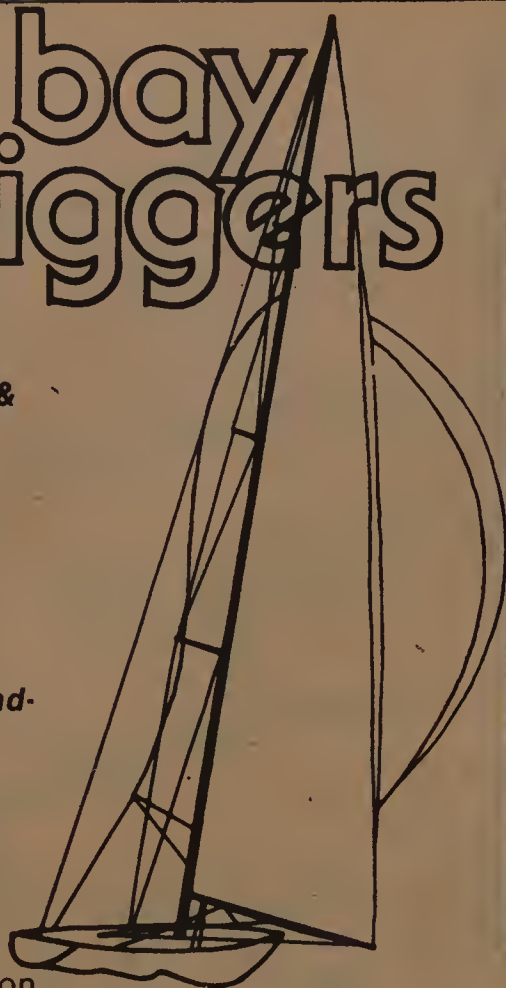


Rig surveys  
Rope to wire  
halyards  
Rig for racing  
Rig for single-  
handing  
Deck layouts  
Installation of deck &  
mast hardware  
Reefing systems  
Running backstays  
Winches  
Life lines  
Dock lines  
Wire splicing  
Replacement of stand-  
ing rigging &  
turnbuckles  
All running rigging  
Custom hamburgers

Rigging Specialists  
Repairs & Modification  
General Marine Service

200 GATE 5 rd.  
SAUSALITO, CA. (415) 332-5757

# bay riggers



## boat warehouse

The Largest Small Boat  
Dealer in the East Bay.  
Featuring Quality  
Sailboats.

CATALINA, NEPTUNE,  
BANSHEE, LASER,  
CORONADO 15, TOPPER,  
SUNFISH, CYCLONE 13



Trailers — Chandlery —  
Custom Rigging — Repairs

*We'll compete with local  
discounters on any substantial  
hardware order.*

*We Accept Orders by Phone.*

1531 Third Ave., W.C. 935-6844



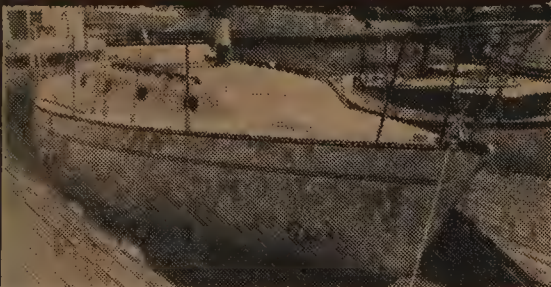
## KERMIT PARKER YACHT BROKERAGE

(415) 456-1860

San Rafael Yacht Harbor, 557 Francisco Blvd., San Rafael, CA 94901

### BROKERAGE BOATS

26' International Folkboat.....	\$18,500
27' Islander, inboard.....	\$12,500
27' Santana, inboard.....	18,500
28' Pearson, 1977.....	24,500
30' Northstar 1000, S&S.....	25,500
32' Westsail, cruise vet.....	56,000
32' Aries.....	35,000
32' Mariner.....	45,700
32' Danish Pilot Sloop.....	23,500
32' Norwegian M.S.....	34,900
33' Clark Motorsailer.....	29,950
35' Cheoy Lee "Lion".....	35,900
37' Garden custom ketch.....	55,000
40' Alden Motorsailer.....	68,000
40' Challenger.....	89,000
40' Atkins Cutter.....	55,000
45' Rosborough Ketch.....	68,500
55' Schock Ketch.....	175,000
56' Custom Steel Ketch.....	170,000



GOLDEN GATE 30 is a 30' cruising sloop that is only a few months young. This boat was built and prepared for the 1980 Singlehanded TransPac, but a change of plans forces sale. A chance to pick up a fully equipped "new" boat for below replacement cost — asking \$48,000.



"LISA" is a 25'8" Barney Nichols sloop that is just right for that first time wood boat buyer. Equipped for Bay/Delta sailing with inboard power. A good buy at \$9,500.



CAVALIER 39. A masterpiece of craftsmanship from New Zealand. Superb design, 3 cabin layout, great sailing performance, with construction and finish rarely seen in a production sailing yacht. INTRODUCTORY PRICE — \$89,000.



"PRIDE" is a 41' S&S yawl that is beautiful, fast, and easy to handle. She is a well maintained wooden classic that will do you well for both cruising or living aboard. Asking \$69,500.

Particulars given are believed to be correct, but are not guaranteed. Subject to prior sale, price change, or withdrawal without notice.



# SUBSCRIPTIONS

## I WANT IT!

- ☐ Enclosed is \$10.00 for one year  
Third Class Postage (Delivery time: 2 days to 2 weeks)
- ☐ Enclosed is \$20.00 for one year  
First Class Postage (Delivery time: 2 to 3 days)
- ☐ I have a distribution point in my area which will distribute 25 or more free copies of "Latitude 38". Enclosed is their name and address (these copies are sent via UPS at no cost to distributor.)

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

ZIP \_\_\_\_\_

latitude  
**38**

Editor & Publisher — Richard Spindler  
Co-Publisher — Kathleen McCarthy  
Advertising — Jaime Muniz  
Production — Terri Wilder

P.O. Box 1678, Sausalito, CA 94965  
(415) 332-6706

'the northern california sailing sheet'

THE QUALITY IS INCOMPARABLE . . .  
THE PERFORMANCE IS LEGENDARY!

for  
sea  
worthy  
apparel  
see  
us!



Tired of getting wet? Come back to basics with Helly-Hanson. Made of polyvinyl-coated, long stapled cotton fabric of the highest quality. Jacket available with waist or chest-hi pants.

SINCE 1885

199 SECOND STREET • SAN FRANCISCO • PHONE 986-2090  
FREE PARKING AT S. W. CORNER AT 2ND AND HOWARD

FREE, SAME DAY  
DELIVERY IN  
DOWNTOWN S.F.



If you can't break away from the office, or you forgot to get something when you were here, or you just need it in a hurry, we'll arrange for delivery that same day —



**DOWNTOWN MARINE SUPPLY**  
651 HOWARD STREET, SAN FRANCISCO, CA 94105 (415) 543-7818



# HOOD PUTS YOU IN THE WINNERS OVAL

THE 1980 LIPTON CUP  
THE 1/2 TON WORLDS  
THE NORTH AMERICAN 40 NATIONALS  
THE J-24 WORLDS  
THE ADMIRALS CUP  
THE 1/4 TON WORLDS

## 1980 LIPTON CUP



"Free Enterprise"

Sails made from Hood laminated Mylar "Laminar" sailcloth came of age at the 1980 Lipton Cup and the 1980 S.O.R.C. The new Hood Laminar genoas were outstanding in winds from 5 to 25 knots. Not one sail tore or stretched out of shape. Unlike many commercially available mylars, Hood Laminars are truly manageable. What does all this development do for you? Our record says it all. In the Lipton Cup, *Free Enterprise*, a Serindipity 43 designed by Doug Peterson, and owned by Dick Ettinger, went up against 12 of the best boats that Southern California yacht clubs could come up with and she emerged the winner after three races.

In the Lipton Cup 15% of the fleet had Hood sails and the winner was Hood equipped. In the S.O.R.C. 19% of the fleet had Hood sails and 42% of the trophies were won by

Hood equipped boats. This says that if you race, your best chance is with the world's finest sailmaker . . . Hood! Get in the winners oval. Give us a call today.

### TELL ME MORE

I need information on—

- Hood Laminar genoas ☐  
Hood racing mainsails ☐  
quote on sails for my boat ☐

My boat is a \_\_\_\_\_

I \_\_\_\_\_ J \_\_\_\_\_ P \_\_\_\_\_ E \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Telephone \_\_\_\_\_

☐ business ☐ home



HOOD SAILMAKERS 861 West 18th St. Costa Mesa, CA 92627 714-548-3464

International Lofts: Argentina, Australia, England, France, Italy, Japan, New Zealand, and West Germany.

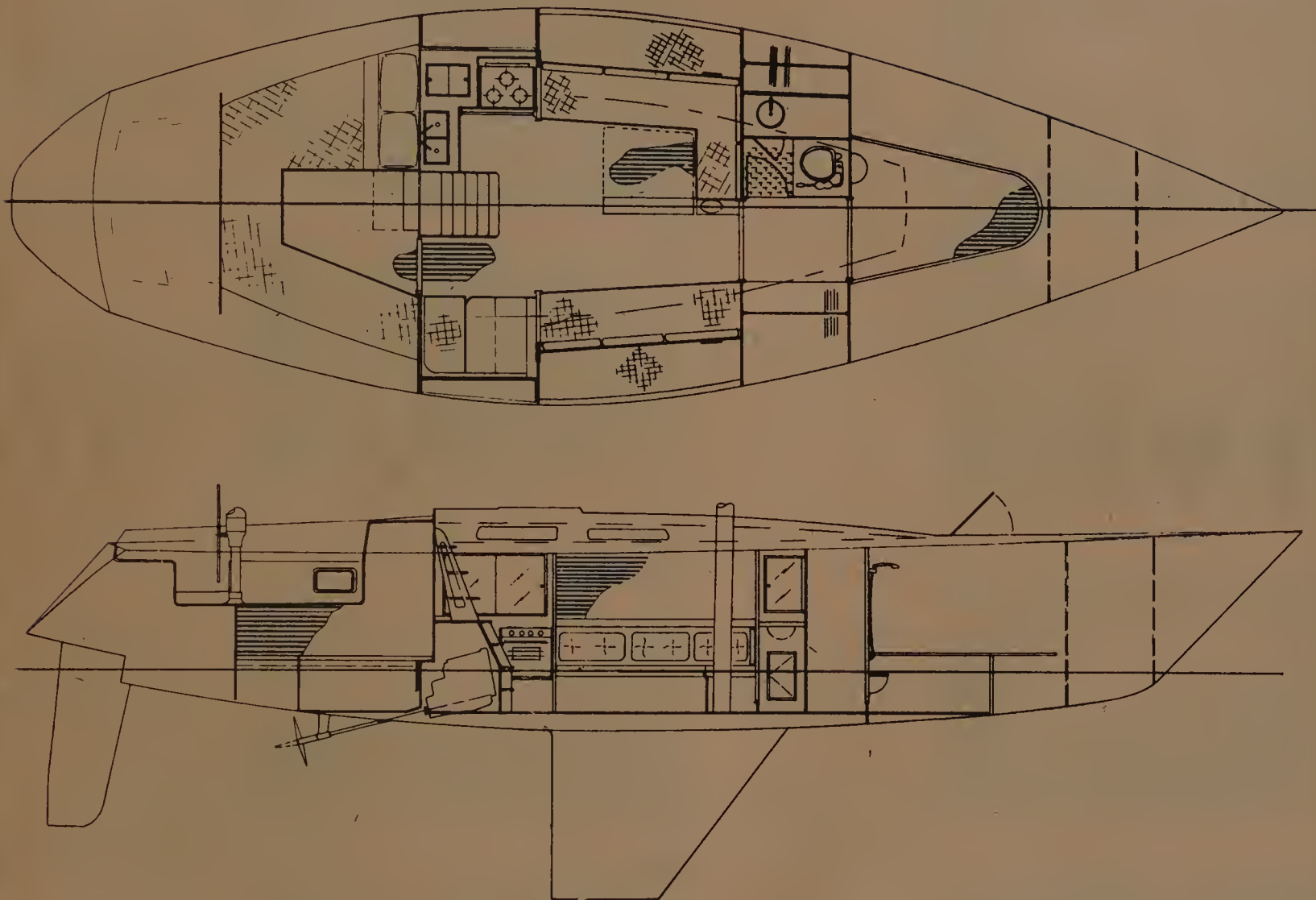


# THE SERENDIPITY 43

Designed by Doug Peterson

First Overall — 1980 SORC

1980 Lipton Cup Winner



Webster defines serendipity as "an apparent knack for making fortunate discoveries."

Winning the SORC against the toughest one-off competition in the world with a production boat from a mold was exactly what *Acadia's* skipper and crew expected to do. However, finding this race-proven hull available with a hand crafted teak interior, private owners stateroom, main salon with 6'6" headroom and 13' beam and full cruising amenities, including refrigeration and shower, is certainly a fortunate discovery.

The Serendipity 43 is an internationally acclaimed, superbly built, and impeccably detailed racing or cruising yacht at a sensible price. Offered in three configurations — the Grand Prix, the IOR Racer, and the Racer/Cruiser (pictured), the 43 can and will fulfill the specific needs of any serious sailor.

Eighteen discriminating yachtsmen will accept delivery of the 43 this year. Can you afford not to be one of them?

You owe it to yourself to discover Serendipity.

**Serendipity: The Winning System**

**Serendipity 43 ★ Peterson 34**  
**★ Aphrodite 414 ★ Aphrodite 101 ★**  
**Peterson 43 (kit version of "Acadia")**

## Serendipity Yachts

Pier 9/The Embarcadero, San Francisco 94111 (415) 986-8108



# Mike Lampe Yachts

2390 Mariner Square Dr. Alameda, Ca. 94501  
(415) 523-3707

Northern California dealers for:

*Uniflite*  
MC

**Fairways marine**

**VALIANT -**

**SWIFT**

**O'day**

**PETERSON 44 CUTTER**

**Lake Tahoe Office Now Open —**

740 No. Lake Blvd.  
Tahoe City, CA  
95730 (916) 583-0959

**Call Us About Sales and Charters**

**Valiant 40 ★ Pilothouse 40 ★ Esprit 37 ★ Valiant 32**



Pearson 30, 1976, 3 sails,  
VHF, Fatho., Autopilot,  
asking \$27,900



Triton 28, 1960,  
Atomic 4, owner will  
carry contract.  
Ask \$17,500



O'Day 28, new boat,  
spacious & comfortable,  
dsl. engine, del. & comm.  
\$31,175



C&C 33, 1977, very nice  
racer/cruiser, Barient S.T.,  
roller furling headsail,  
spinnaker, asking \$45,500  
(sistership)



33' Hunter, 1979,  
diesel, loaded w/gear,  
unique Interior  
asking \$45,900



Swift 33, 1980,  
all the basic cruising  
gear & electronics.  
Ready to go — \$62,500



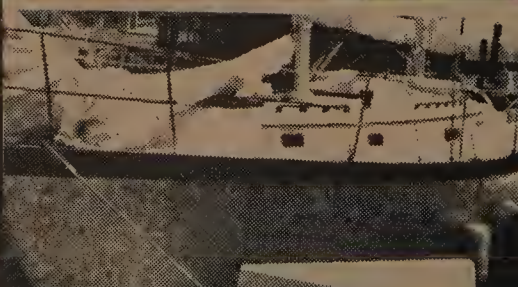
Rasmus 35, 1972,  
famous aft cabin design  
from Sweden, 75 hp  
Volvo, asking \$54,500



O'Day 37, new boat, never  
launched, aft cabin, del. &  
comm. Ready to go  
\$57,900



Oceanic 42, 1980,  
beautiful racer/cruiser,  
teak decks, dsl., sails, 2  
heads, aft cabin \$80,000



Pearson 365, 1977, ketch  
rig, West. 4-107, well  
equipped for cruising,  
asking \$75,000





# JIM DEWITT ON MYLAR

"Mylar is the most exciting material I've seen in a long time. It's another big step in the direction sailcloth has been going since it was invented — less stretch, longer durability. It wouldn't surprise me if all sails were made from mylar sometime in the future."

## THE ADVANTAGE OF MYLAR OVER CONVENTIONAL SAILCLOTH.

"Mylar stretches the same in all directions, and (this is the best part) it hardly stretches at all! This means that as the wind builds, the shape in your sail stays where it belongs. Thus the range of a mylar sail is much wider than a conventional one.

"Also, imagine buying sails that do not "grow" with use. They're fast to begin with, and they stay fast all season . . . and the next season . . . and the next . . . This is what mylar is all about."

## DEWITT SAILS PIONEERS THE USE OF MYLAR IN LIGHT AIR SPINNAKERS ON THE BAY.

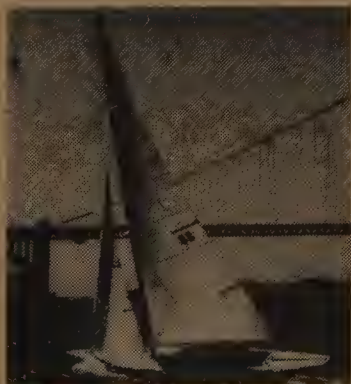
"We were the first loft in Northern California to test ½ oz. mylar chutes. This cloth is so light and strong that in the barest wisp of a breeze you can still fly your chute — while your competition droops in the background!"

## DEWITT MAKES THE FIRST TWO-PLY MYLAR SAILS IN NORTHERN CALIFORNIA

"Dr. George Degnan's new DeWitt mylar IC main and jib have raised a lot of eyebrows. These are the first two-ply mylar sails on San Francisco Bay — and they are strong and fast! Dr. Degnan races mostly in heavy winds off the City Front. In the IC World qualifying series, he has chalked up a huge lead with 6 firsts out of 9 races so far — the biggest lead in a long time in this competitive fleet."

## HEAVY-AIR DEWITT MYLAR SAILS UP AND COMING . . .

"We are starting to work with Howe and Bainbridge on the latest mylar development — two-ply 2.6 oz. heavy mylar. Coupled with proper construction techniques, this cloth could be excellent in heavy 150%'s, No. 2's, and perhaps even mains and blades. Hopefully this cloth will be generally available before the Big Boat Series in September."



**STILL CURIOUS? DEWITT SAILS IS OFFERING A 10% DISCOUNT ON MYLAR SAILS YOU ORDER IN JULY OR AUGUST.**

**GIVE US A CALL OR MAIL US THE COUPON BELOW. WE'LL SEND YOU MORE INFORMATION AND ACTUAL CLOTH SAMPLES OF THIS EXCITING NEW MATERIAL.**

(415) 234-4334 or 234-8192  
1230 Brickyard Cove Road, Point Richmond, CA 94801

**Yes!** I'd like to know more about DeWitt mylar sails.  
Please send me more information and actual cloth samples of this exciting new material.

The type of boat I sail is a \_\_\_\_\_  
I am interested in the price of a \_\_\_\_\_ sail made from mylar.

Name \_\_\_\_\_ Address \_\_\_\_\_  
Phone (day) \_\_\_\_\_ Zip \_\_\_\_\_  
(eve) \_\_\_\_\_



**dewitt sails**



SOUTH PACIFIC  
HAWAII MEXICO  
CALIFORNIA NEW ZEALAND  
OREGON PANAMA  
CANADA WASHINGTON CENTRAL AMERICA  
PACIFIC ISLANDS ALASKA  
GULF OF MEXICO CARRIBEAN

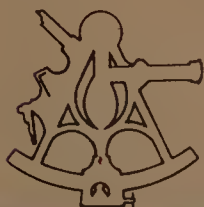
## CHARTS IN STOCK!

GOVERNMENT PUBLICATIONS  
and NAVIGATION BOOKS

SEXTANTS - COMPASSES  
CLOCKS - CHART TOOLS  
COMPUTERS - BINOCULARS

EXPERT INSTRUMENT REPAIR

Please call us for any of your chart requirements We are at your service



TRADEWIND  
INSTRUMENTS LTD.

MARINE NAVIGATIONAL INSTRUMENTS

(415) 523-5726

2540 BLANDING AVENUE  
ALAMEDA, CALIFORNIA 94501

# Long Shaft Outboards

**Sale Priced**

**New & Used**



**THE Sailboat Shop**

2639 Blanding Ave., Alameda, CA. 94501  
(415) 521-5900

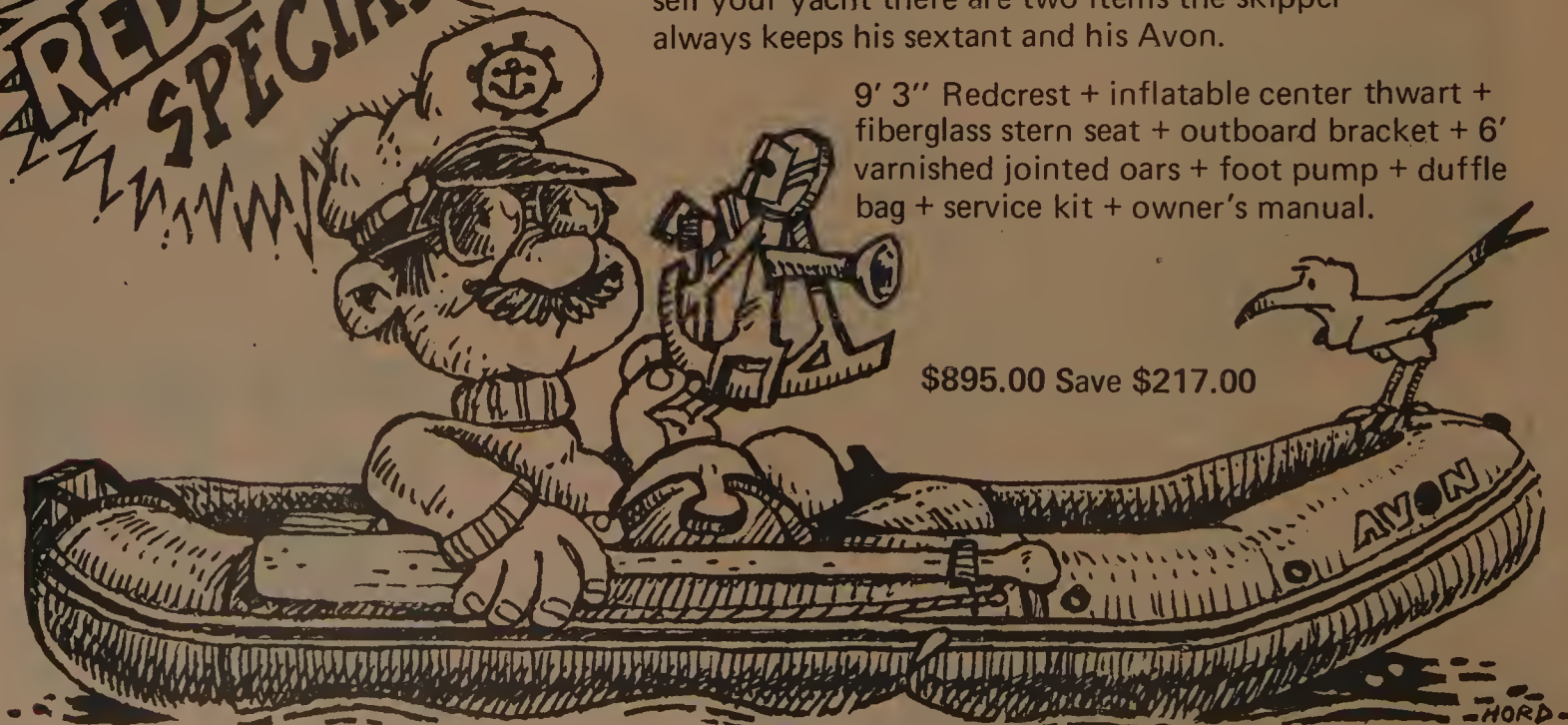
**AVON  
REDCREST  
SPECIAL**

## GET READY FOR 15 SUMMERS!

The world's most popular yacht tender, proven toughest since 1961, the only inflatable with no-alibi 5 year fabric warantee for pleasure or commercial use. A smart investment that will out perform and outlast all imitators. Remember when you sell your yacht there are two items the skipper always keeps his sextant and his Avon.

9' 3" Redcrest + inflatable center thwart + fiberglass stern seat + outboard bracket + 6' varnished jointed oars + foot pump + duffle bag + service kit + owner's manual.

\$895.00 Save \$217.00



OFFER EXPIRES AUGUST 2nd, 1980

AVAILABLE FROM PARTICIPATING AVON DEALERS



# LETTERS

## □ A VIEW FROM A BROAD

Ah gee, fellas, she says as she wistfully digs her toe into the new clubhouse carpeting, you folks at *Latitude 38* are just too gracious for words in your comments about Vallejo Yacht Club's hospitality. Fact is, our club members probably have more fun than anyone during the YRA-Vallejo race. It's a great chance to see old pals who make their regular pit stop to and from the Delta, as well as to laugh and giggle a lot with first timers.

My own YRA-Vallejo race weekend begins at 7:30 on Saturday morning and I manage to get what's left of me home sometime around 3:00 on Sunday afternoon. It's well worth it, however, if our guests have enjoyed themselves. One of these days when the wind is in the right direction I'll crank out a few thousand words on the care and feeding of 234 racing boats and their crews. Boggling.

By the way, I think I'm the "nice elderly lady" cited in your plaudits. Actually, according to one young man for whom we provided hospital emergency room transportation, retrieved a lost billfold and forwarded phone messages, I'm a nice old broad. At least, that's what he told his pal. It's all in your frame of reference.

You guys sure know how to show a girl a good time.

Shirley Burns  
Vallejo Yacht Club

## □ A HELL OF A JOB

I would like to reply to Mr. Thomas H. Kunich's letter urging me to write my Congressional representative in regards to the VDS regulations issued by the Coast Guard. It is my opinion that as long as they have to come and get me they have a right to regulate what I have aboard that relates to that purpose. His letter implies that they, the Coast Guard, wrote the MSD regulations. It is my understanding that they are only the enforcers.

I am damn glad we have a Coast Guard. I think they do a hell of a job and I am tired of the complaining. Let us praise.

Truman Gerken  
Santa Clara

*Truman — Mr. Kunich is welcome to his opinion regarding the Coast Guard, although it's an opinion we certainly don't share. From our experience, the Coast Guard's 'helpful-to-obnoxious' ratio is about as good as you can get. And you are right, the Environmental Protection Agency came up with the MSD law, and the Coast Guard's role is simply to enforce it — we have been told it's one law they don't particularly care for.*

*If Mr. Kunich decides not to carry a 'visual distress signal' after January 1st, his fears of getting heavily fined are unfounded. First of all, the Coast Guard no longer does vessel inspections, except after Search and Rescue operations have been carried out on the vessel in question. If deficiencies are found, very often the owner is given a 'fix-it' letter, similar to what the Highway Patrol might give you if you have a broken*

# Dewitt Sails

... with a  
long record of  
championship  
sailmaking on  
San Francisco  
Bay, still

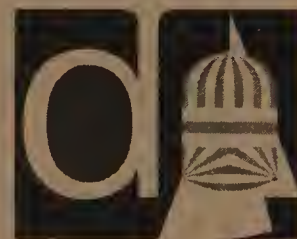
## KNOWS HOW TO CRUISE ...

These are some of the products and services DeWitt Sails offers single-handers and cruisers —

- special long-lasting, easy to handle cruising sailcloth with ultra violet shield
- roller-furling gear and conversion of existing sails
- easy-to-handle "poleless" spinnakers
- twin-running headsails
- extended problem solving sessions to help you decide on the best systems for you and your boat
- review and evaluation of existing sails and covers
- low-cost, effective, repairs and recuts
- sail covers, boat covers

If you would like to know more about these products and services, please mail us the coupon below. Or give us a call.

As added encouragement, DeWitt Sails is offering a **free** visor to those who send us a coupon or call and mention this ad.



415-234-4334 or 234-8192

1230 Brickyard Cove Road

Point Richmond, CA 94801

**dewitt sails**

YES! I am interested in knowing more about DeWitt Sails products and services for cruisers and single-handers.

The type of boat I have is a \_\_\_\_\_

I mostly race \_\_\_\_\_ cruise \_\_\_\_\_ sail  
single-handed \_\_\_\_\_

Please call me at \_\_\_\_\_  
between the hours \_\_\_\_\_ and \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_ Zip \_\_\_\_\_



# PORT SONOMA MARINA



- Immediate Berthing
- New Boat Sales
- Yacht Brokerage
- Canvas Shop
- Complete Chandlery
- Fuel Dock
- Tennis Courts
- Bait and Tackle
- Located 19 miles north of Sausalito on Black Point Cutoff (Hwy. 37 & the Petaluma River)



The following vessels are offered for sale by Port Sonoma Yacht Sales and are located at Port Sonoma. Please inquire at our office by the Sales Dock for further information.

## — SAIL —

'37 47' Gaff ketch, classic at spec. cast . . . . .	\$ 39,000 ★
'77 46' Cruising ketch, huge aft cabin . . . . .	129,000 ★
'73 43' Garden ketch, live-aboard . . . . .	79,950
'65 37' Garden design, ketch, atmosphere . . . . .	55,000 ★
'74 32' Westsail, like new . . . . .	59,000
'76 32' Westsail, Caribbean vet . . . . .	63,500 ★
'76 32' Westsail, Tahiti vet . . . . .	59,000
'78 31' Bambay, pilot house . . . . .	51,900
new 30' Olson 30, ULDB, 20 kts . . . . .	23,995
'74 30' Piver custom tri, very fast . . . . .	18,500
'77 27' Ericson, equipped . . . . .	26,995
'79 27' Balboa, roomy & trailerable . . . . .	17,500
'72 27' Cal, race-ready, clean . . . . .	16,995
'78 27' Catalina, diesel . . . . .	21,995
'76 26' Dawson, oft-cabin, diesel . . . . .	18,950 ★
'70 26' Ranger, rebuilt engine . . . . .	10,950
'60 25' Cheoy Lee, Pacific Clipper . . . . .	11,400
'68 24' Yankee Dolphin, Sparkman & Stephens . . . . .	12,500

## — POWER —

36' Grand Banks, trawler . . . . .	79,000
'79 35' CT-34, trawler, oft-cabin . . . . .	74,500
'73 34' Tallycraft, cammercial licence . . . . .	53,995 ★
'66 32' Grand Banks, original owner . . . . .	44,500 ★
'64 30' Chris-Craft, Connie, twins . . . . .	18,950
'72 28' Land & Sea, outstanding shape . . . . .	19,250
'75 28' Slickcraft, equipped . . . . .	34,500
'78 26' Sea Roy, nice . . . . .	21,500
'76 24' Trojan, Sparfisher . . . . .	15,000

Many of the above available with owner financing ★

PHOTOGRAPH BY PETER COSTELLO



## OLSON 30

Light, fast, easy and fun to sail, not expensive to own and maintain, comfortable and trailerable. A great daysailer! However, Olson 30's are racing Trans-Atlantic and Pacific this summer, have won the Swiftsure and Ensenada Races and quite often turn-up First to Finish. In the words of an owner of a quarter of a million dollar racing yacht, "The Olson 30 is a very depressing boat." More details, information or a demonstration may be had by calling Bill Hunter.

## PORT SONOMA YACHT SALES

262 Sears Point Road, Petaluma, CA 94952

(415) 892-1657

(707) 762-5311



# LETTERS

taillight. If it's a serious violation, such as not having a backfire flame arrestor, or way more people than there are lifejackets, you may get fined. Generally fines run only \$10 to \$20 on recreational boats, with \$100 a very stiff one.

If there's a governmental agency that does more for people while asking less, we sure haven't dealt with them.

## ☐ DOESN'T MEAN YOU CAN SLACK OFF

Enclosed is \$10.00 for the ad.

Also here's \$20.00 for a subscription. I'll still probably get it quicker at the marine stores but figure I'd better support the best sail mag in the country so you don't go out of business. I give away my copies of *Sail*, *Sea* and *Cruising World* when I'm done reading them but I save *Latitude 38*.

One other thing: a photographer in a Zodiac took a lot of pictures of my my boat, the *Saltflower* during the Master Mariner's Race (I wasn't entered, just spectating) and said he'd have copies at the party. Missed him at the party, but would sure like to know who he was and how to get in touch with him to buy some prints. (It's really hard to take pictures of your own boat under full sail from a distance). Keep up the good work. Even though you're the best doesn't mean you can slack off.

Bruce Westrate  
Palo Alto

Bruce — We aren't quite on the verge of going out of business, but your support gives us the opportunity to cover interesting stories we simply wouldn't be able to do otherwise. We're grateful for the support and are counting on you readers to let us know if we ever start to 'slack off'.

We're not sure who the individual was in the Zodiac, but maybe he'll make himself known.

## ☐ MANY HAPPY HOURS ON THE BAY

Thanks to the 'I Want to Crew' list, my husband has been spending many happy hours on the Bay!

Jan Squires  
San Francisco

Jan — Glad to hear it.

## ☐ INHIBITIONS AND LACK OF HUMOR

Regarding your "I'd rather be sailing" cartoon in the May issue:

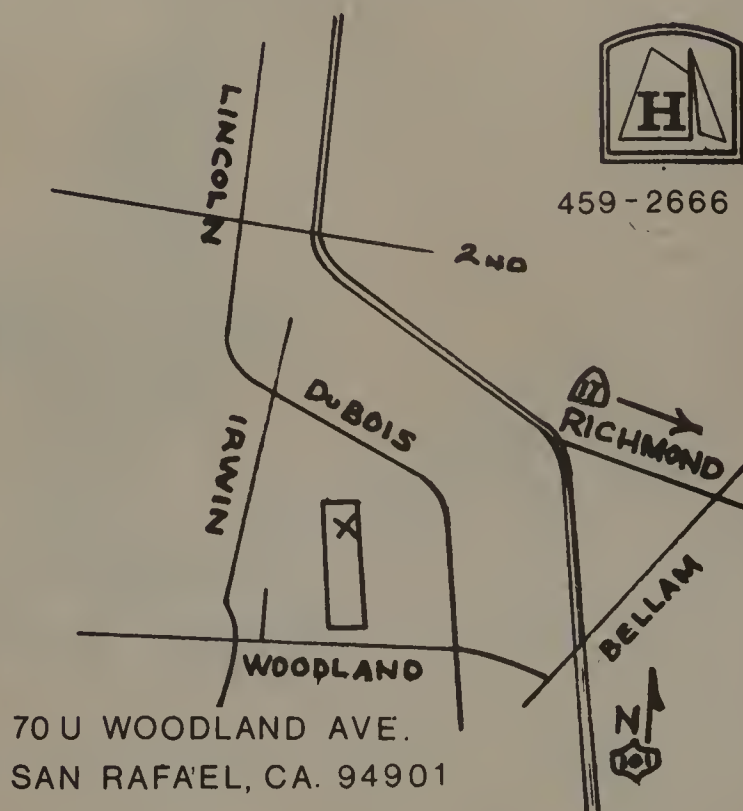
My family and I enjoyed it, thought it was clever, and certainly not offensive. But I wondered if it would bring out the bluenoses, and according to your June comments, this is what happened. Please don't be pressured into conforming to their inhibitions and lack of humor.

*Latitude 38* is a better magazine because you don't follow the safe and bland path. Keep up the good work.

Ed Witt  
Crockett

# HAYNES SAILS

WE MAKE CUSTOM RACING  
AND CRUISING SAILS  
TO FIT YOUR NEEDS



## COVERS OF ALL TYPES

DRIVE IN BOAT COVERS?

ASK - (415) 459 - 2666



WE REPAIR THEM, TOO



# Sausalito's New Racing & Cruising Center —

*The New Point Bonita Yacht Sales  
Has Moved To Clipper Yacht Harbor.*

*Dealers For:*

**FREYA 39**  
**MOORE 24**

and the complete line of  
**SAN JUAN BOATS,**  
including the new San Juan 34

## POINT BONITA YACHT SALES

Clipper Yacht Harbor, Sausalito  
Contact Kent Rupp (415) 332-1130



# LETTERS

## □ THIS IS NOT A PERFECT WORLD

Since almost everyone I know reads your magazine, I wonder if you would print some thoughts I had after helping on a race committee.

Many skippers hold the opinion that every race must consist of a perfect start line, a perfect course, a perfect wind, a perfect start time — say 1:00 P.M. versus 11:00 A.M. — and finally run by a perfect committee so that all the perfect skippers can find their rightful place: i.e., first across the finish line.

To those who hold this view, good luck, because this is not a perfect world. It is a damned imperfect world. In spite of all our best efforts, things go wrong — unplanned events occur — errors in judgement are committed.

Our goal in life should be to reduce the number of negative events, increase the positive events and rejoice in the times when more good things happen than bad. I get the feeling that many of the skippers think that (a) they can run a race better than anyone else, (b) the race committee is highly paid, thus they should be an extremely efficient, well-oiled machine and (c) the race committee enjoys their work [why else would they be doing it?] and have nothing better to do with their time. Let me disabuse skippers of that notion. Let me offer them some advice. Concentrate on making the system work for you. Race against your fellow skippers — take advantage of a poor starting line as you would a wind shift — be smarter than your competition — be alert for inadvertent events rather than lament that things aren't fair or ideal.

Change your outlook. Sailing isn't like baseball where if conditions aren't perfect the game is cancelled or if the ball gets scuffed it is replaced. Sailors race in fair current or foul, too much or too little wind, and they consider it part of the game. In fact, it is the variables which make it interesting. Get cracking — start looking at the incredibly stupid things some of you do during a race — don't blame others for your plight.

Now to turn to the care and feeding of a race committee. Think of your race committee as you think of your wife (or perhaps your dog). A little praise occasionally — some nice treatment — say a few nice things to show you appreciate their effort no matter how inept and bumbling it may be. Do this, or you may have to advertise for a race committee.

**WANTED:** Perfect race committee — Three of four persons to serve on race committee. Must have ability to sit in hot sun on anchored boat for 4 hours without complaining. At least one member must have the necessary strength to "play" anchoring several times. At least two members must have detailed knowledge of racing rules and their application to all situations. Clairvoyance or ability to predict wind direction is a must. A knowledge of all appealed protests over the past 10 years is desirable. Plan to spend 4 hours or so gathering materials for the race and checking their condition. Plan to spend the



8' Merit Pram



16' Sharpie



Detail of Handwork  
at Peak for Sprit

## WE LIKE THE LITTLE GUYS, TOO!



# HOGIN SAILS

### "The Cruising Sail Loft"

1801D Clement Ave., Alameda  
(415) 523-4388

**We Handle Traditional Bronze  
Hardware & Wood Shell Blocks**

10' Wide Decking Canvas

Monday-Friday 9 A.M.-5 P.M. Saturday 10 A.M.-2 P.M.



# Sutter Cuts a New One . . .

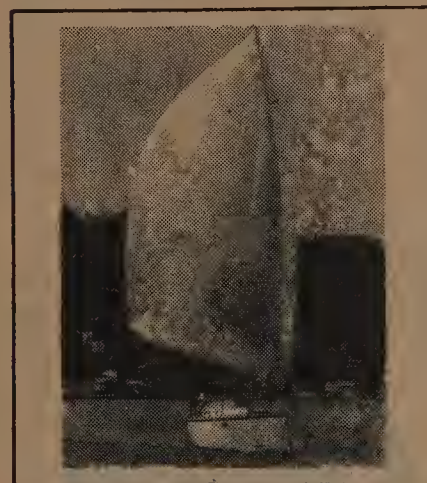
## The Radial Headsail



**Drifting** — points as close as  $40^{\circ}$  to the wind because it has a wire luff and hanks on the jibstay. There is no need to add extra gear since it utilizes your existing jib halyard.



**Reaching** — More power because it's cut fuller than a genoa and has more sail area. Radial head design for maximum strength and low stretch. Good up to 20 plus knots.



**Running** — Better than a genoa because it's lighter, fuller and larger. Easier to handle than a spinnaker since you don't need a pole, foreguy or topping lift.



The inventors of the **Radial Head Spinnaker** continue to use their 25 years of sailmaking experience and the latest in computer technology to bring you a new sail design. The new Radial Headsail was developed specially for the needs of the modern performance minded cruiser.



# LANCER 44

**CORINTHIAN  
YACHT SALES**  
San Francisco  
2415 Mariner Sq. Dr.,  
Alameda (415) 865-6151

## High-Performance Motor Sailors

The Lancer 44 design is the result of several years of conceptual thinking, planning, tank testing and engineering.

The Lancer 44 can truly be called a high performance motor-sailer. Speeds under power with either single or twin diesel engines will be in the 10 to 12 knot range, about 30% — 50% better than most other motorsailers and trawler yachts of comparable size for that matter. Performance under sail will be outstanding when compared to cruising types with auxiliary engines.

Sail handling has been simplified to the point where you can handle the functions of tacking, setting sail, reefing, and stowing away sails, all from the inside helm position.

Her interior has unique design features, such as a private guest cabin with double berth, a separate navigator's "radio shack", an inside steering station located in the main salon, a sound shielded engine room and more.

*We have the Lancer 44 at our dock in Mariner Square. We also having berths and financing. Give us a call today.*



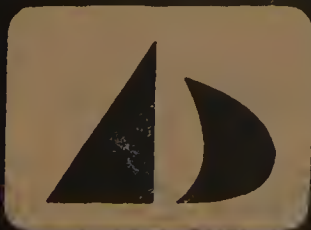
### NEWS FLASH:

Lancer 44 #14, "Escudero" just won the City of Newport Beach Perpetual Trophy for first in class in the 1980 Newport to Ensenada International Yacht Race — finishing ahead of more than 350 boats on a boat for boat basis, ranging in sizes up to 90 feet.

### BOAT BROKERAGE

30' Islander Bahama, super clean, loaded, slip,  
financing available.....asking \$ 35,000

25' V Bottom Turbo dsl. custom, ideal S.F. bay, fishing or  
family boat, slip & financing.....asking \$ 37,000



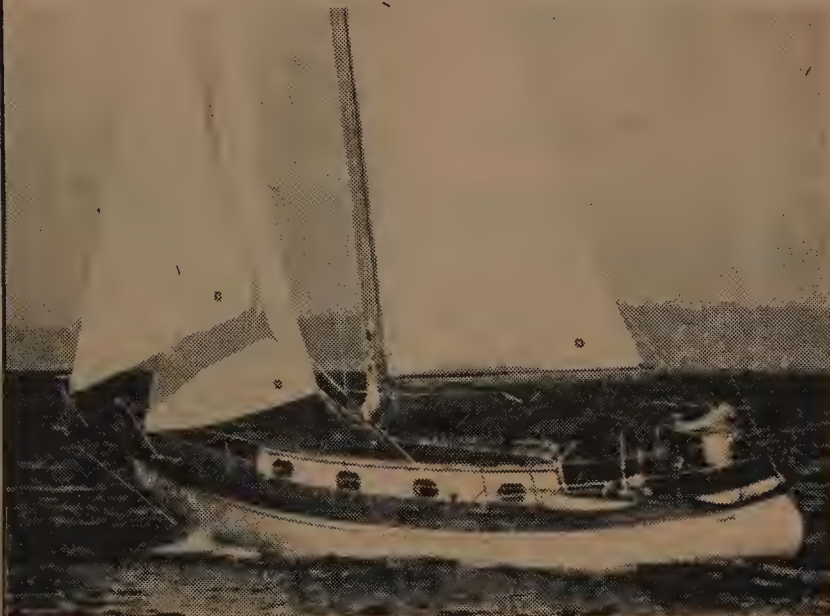
# Corinthian Yacht Sales

SAN FRANCISCO • 2415 Mariner Square Drive • Alameda • (415) 865-6151  
NEWPORT BEACH • 2803 W. Coast Hwy. • (714) 646-8955  
HAWAII • Makani Kai Marina • Kaneohe • (808) 235-5389



# WHY I LIKE THE BABA By Robert Perry

*"I consider the Baba 30 my most appreciated design. Baba owners comprise the most overall happy group of owners that I know. Our office overlooks the water and I am always seeing a group of Babas out sailing. The owners keep their boats up very well."*



**BABA 30**

*The Baba is a high quality boat to any standards, any standards. There is no question in my mind that the manufacturer is consistent and maintains a highly professional technical staff in terms of back-up engineering and design.*

*She has a light and well balanced helm and an unusual amount of room and liveability. I consider it a great boat."*

The Baba might just be Robert Perry's best executed design. Stop by our new office and have a good look at the Baba, or any other of our fine cruising boats.

## NOR'SEA YACHTS

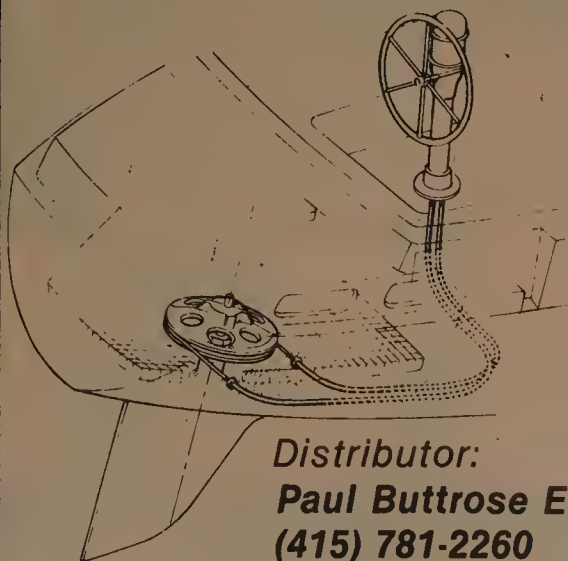
**San Francisco Cruising Center  
108 Caledonia, Sausalito  
(415) 332-5181**

Full Brokerage

Dealers for: Baba, Flying Dutchman, Falmouth Cutter, Nor'Sea, Bristol Channel Cutter

# Edson

**NEW PULL-PULL SYSTEM  
FITS WHEEL STEERERS  
IN PROBLEM AREAS**



If straight-line, sheave-to-sheave wheel cable systems won't fit, Edson's great new Pull-Pull cable-in-a-conduit system will. Pull-Pull snakes around obstacles or passes neatly through exposed cabin area. It's compact, economical . . . and now simpler than ever to install.

**Distributor:  
Paul Buttrose Enterprises  
(415) 781-2260**

**Installed & Serviced by:  
Bay Yacht Service  
(415) 332-4949**

- Edson Steering Systems
- Hood Sea Furl • Navtec Hydraulics

New —  
From Canadian Craftsmen

# MC39



## 39' BLUE WATER OFFSHORE CRUISER

- Canadian Built • Aft Cabin
  - Aft Cockpit
  - Available in Sloop, Cutter or Yawl
- Call or Write for Our Brochure

True liveaboard interiors with warm teak and cedar. Sandwich hull construction provides insulation, non-sweating, quietness and strength.

**STOCKDALE MARINE  
AND NAVIGATION CENTER  
(916) 944-1232**

4011 California Ave., Carmichael, CA 95608



# LETTERS

whole day of the race getting to the site, setting the marks, starting and finishing the boats and retrieving the marks. Salary is nil but is no lower than amount paid in other areas.

Now really — any imbecile who responds to an ad like this is too nuts to serve on any race committee. In fact, let's admit that a respondent to this call would have to be looked down upon as a subspecies and too lacking in good sense to be able to find honest work.

When was the last time you saw anybody volunteer to be on a race committee? I know a man who said he thought a friend of his had, but they have both been gone for 10 years now, so it can't be verified. We will have to wait for another occurrence. When it happens it might coincide with the next major eruption of Mt. St. Helens or the year 2001, which ever comes first.

In the meantime, let's make the best of what we all know is a poor situation. Walk up to some dummy who has recently served on a race committee and say "You did OK in spite of what everybody says" or "You guys did pretty good last race, but do you mind a few suggestions?"

Well, here's a suggestion from me — on second thought, the idea I had in mind is a feat considered physically impossible by all but the double jointed and therefore is no better than most suggestions received by a race committee.

In closing, anyone planning to serve on a race committee for the first time may be in for a rude awakening, and I think rude is the right word for it.

Terry Holmes  
San Carlos

## □ PRACTICAL SAILORS OR PRACTICAL JOKERS?

How often do you get letters from sailing magazines asking you to subscribe? Whether you subscribe or not you get a certificate number to send in and win fabulous prizes. Ever hear who wins?

Recently I got such a letter from "Practical Sailors" of Newport, R.I. offering 1,099 sea faring prizes including a chartered yacht in the West Indies.

Actually, I got two letters. Apparently these people bought the mailing list from West Marine Products. For years I have been receiving two of all the West Marine catalogs. One addressed to Mr. Thomas Callas and the other addressed to Mr. Thomas Fallas.

Both Mr. Callas and Mr. Fallas received a letter from "Practical Sailor". Both Mr. Callas and Mr. Fallas had the unique certificate number 24591WA. While I am sure that West Marine has nothing to do with the contest, I wonder how many of their customers have the unique certificate number 24591WA?

Thomas "Ted" Fallas  
(or is it Callas?)  
San Jose

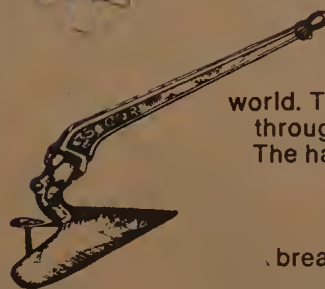
# BARGAINS



## BRITISH SEAGULL MOTOR

From dinghies to small cruising sailboats, the **British Seagull** is the ideal outboard motor. It is the strongest, most durable and least complicated outboard built, and it is renowned for its year in, year out dependability. This is the motor for the sailor more concerned with function than with fashion.

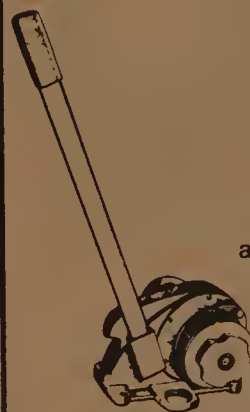
**FORTY PLUS 3 hp SAVE \$130**



## PLOW ANCHOR

**CQR** is the standard with cruising sailors all around the world. These staunch anchors plow down through eel-grass, kelp, rock, or coral. The harder the pull the deeper they dig into sand and shingle. With immense holding power, a non-fouling characteristic and easy break-out, the **CQR** is by far the best.

Be secure with **CQR**.  
**DISCOUNTS TO 45%**



## SIMPSON-LAWRENCE WINDLASS

The **S-L Hyspeed** double action hand windlass is ideal for boats up to 40 feet.

It features a smooth, easy, speedy action, which makes weighing anchor almost a pleasure. Compact, rugged, and 18 lbs. light. There are 6 larger models, manual and electric.

**SAVE \$100-\$165**



## WHALE GUSHER PUMP

No boat is really secure without a large capacity manual bilge pump. **GUSHERS** pump a whale of a lot of water with remarkably easy action. The #10 pushes out 18 gallons every minute. We have many other models, for galley, bilge and holding tank.

**ALL MODELS BIG DISCOUNTS**

S-L Prism Decklights less 22%. . . Maximum Weather Instruments, some models less 35%. . . P-B Navigation Lights low as \$48. . . Marinaspec Tricolors 25% off. . . Dial-a-Star Flare Launcher \$57. . . Nauta Holding Tanks and Whale Diverter Valves / all at Solid Bargain Prices.

Today see your Chandler about the Seagull Marine July Special.

**SEAGULL MARINE**

1851 McGaw Ave., Irvine CA 92714 (714) 979-6161





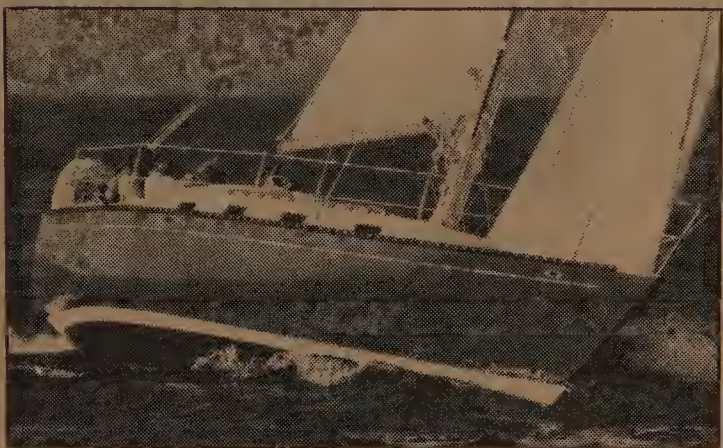
Excellence in one design sailing for San Francisco Bay

# TARTAN TEN

Specifications:

LOA	33' 1-3/4"
DWL	27' 0"
Beam	9' 3"
Draft	5' 10-1/2"
Ballast	3340 pounds
Displacement	6700 pounds
Sail area	486 sq. ft.

Design — Sparkman & Stephens



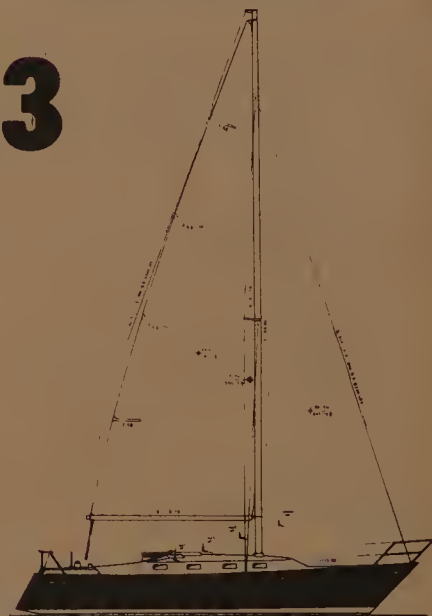
A true yacht with classic design

# TARTAN 33

Specifications:

LOA	33' 8"
DWL	28' 10"
Beam	10' 11-1/2"
Draft	4' 5-1/2"
Ballast	4400 pounds
Displacement	10,000 pounds
Sail area	531 sq. ft.

Design — Sparkman & Stephens



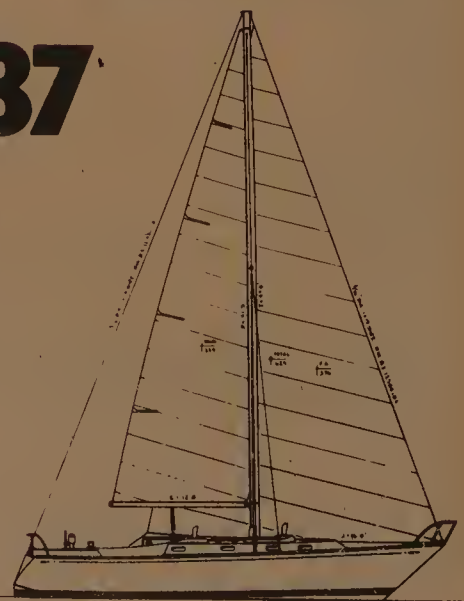
Quiet elegance, absolute comfort and perfection in sailing Tartan 37

# TARTAN 37

Specifications:

LOA	37' 3-1/2"
DWL	28' 6"
Beam	11' 9"
Draft	6' 9"
Displacement	15200 pounds
Ballast	7500 pounds
Sail area	625 sq. ft.

Design — Sparkman & Stephens



All three on display at our docks

# SEA·WEST YACHT SALES & BROKERAGE

2394 Mariner Square Drive, Alameda, CA 94501 (415) 523-1762





## Largest Inflatable Dealer in the U.S.A. U.S. YACHT BUREAU

623 Main St., Redwood City, CA 94063  
(415) 367-1272

### ZODIAC TENDERS



*Never Undersold!  
We Will Beat ANY  
Quote on ANY Boat!*

### ZODIAC

After-Sales  
Service  
Center

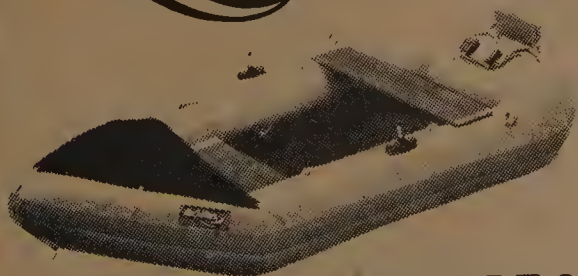
**SPECIAL —  
3 Only —  
6 Man  
ZODIAC SY6  
LifeRaft, ONLY  
\$978.50**

### ZODIAC LIFE RAFTS



*Super Special Discount!  
Up to 20% Off While They  
Last On Zodiac Life Rafts*

**We Also Carry Metzeler — Zed —  
Achilles — Campways Inflatables**



**Model DT-2**

**Special — While They Last**

**\$550.00  
WITH THIS AD  
ONLY!!**

*The Achilles 8'4" Inflatable Yacht Tender Includes Seats, Oars, Motor  
Mount, Floorboards, Pump, Carrying Bag — In Coral Red for Safety*



# JULY SELLABRATION!

**Seasonal Clearance, Closeout & Specials — Qty's Ltd.**



YOUR CHARGE CARD  
ACCEPTED

**vent-o-mate** Ventilator  
C-6 100% Watertight



No more dampness,  
mildew or condensation  
**VENT-O-MATE**  
Ventilator  
keeps your boat dry  
365 days a year.

## BECKSON — VENT-O-MATE

Air flow creates vacuum to remove stale  
air automatically — year round. 100%  
watertight — can be closed completely  
from inside.

List Special

Mdl. C-6 26.50 19.88  
S/S version also Available  
List: 42.50 BBSC 35.95

NOTICE — Closed July 4th, 5th and 6th!

## CAP BEN COMPASS

Bulkhead mount, readable from  
both sides, floating lubber line, with  
inclinometer. Negligible parallax er-  
ror & unique card design allows  
heading to be read easily from any  
position. 2 yr. replacement warrant-  
ty. Includes Snap-on Cover.

**Special Introductory Price —  
\$149.00**



## ENGINE ROOM SOUND INSULATION

Composite noise barrier bonded to engine room bulkhead cuts  
engine noise and vibration. Special floating sound barrier sand-  
wiched between outer sound absorption foam & inner vibration  
isolation foam assures maximum sound-deadening. Protective  
facing keeps out oils, dust & moisture.

Please inquire for specific information & pricing.

## FLOATCOATS

(SEASONAL CLOSEOUT)



### INT'NL. MARINEWEAR

Warmth and floatation from the  
leaders in boating wear. Unique  
quilted Ensolute foam design for  
maximum comfort and ease of  
movement. Mens and womens  
styles available in navy, red, and  
yellow.

List: \$85.00 — Clearance: \$59.95

### MUSTANG — UVIC THERMO-FLOAT

USCG approved survival float  
coat — provides hypothermia  
protection & flotation.

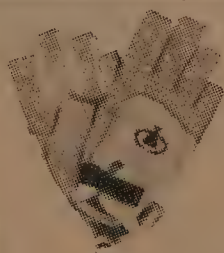
List: \$165.00

**CLEARANCE: \$89.95**  
SAVE 45%



## EMERSON SEWN NYLON FLAGS

Top Quality,  
Made in U.S.A.  
2'x3' Power Squadron  
List: 20.00 Special: 15.95  
2'x3' Yacht Ensign  
List: 18.55 Special 14.85  
U.S. Flag Also Available



## TROPHY — COWHIDE SAILING GLOVE

w/Reinforced Palm,  
Nylon Mesh Back &  
Velcro Tab Closure.  
Avail. in Mens &  
Womens Sizes.  
Mdl. T-603.

**CLOSEOUT: \$9.99**  
Compare elsewhere  
at \$15-18.00!!

Dayton  
SAVE 50%!



6 volt Lantern — Unbreakable  
Plastic Case & Lens — Ideal for  
Marine Environment.

Closeout —  
**\$1.95 w/out battery**

## 8" POLISHED BRONZE SHIP'S BELL

c/w Hanger & Removeable  
wall bracket.

List: \$28.95

Clearance: \$15.95



Micro Fico

## Low Profile White PVC Snap-In Vent — C/W Deck Plate & Cover —

Mdl. 10865 - 5" List: \$92.20

Clearance \$46.10 —  
**SAVE 50%!**

## OFFSHORE S/S MAST STEPS

Get "High" on your boat. New  
from Offshore Marine Stainless  
mast steps. Strong, safe & at-  
tractive, these mast steps  
feature a grooved teak tread for  
surefootedness.

\$6.95 ea. or

\$5.95 ea. for 20 or more.



## SODERBERG — SEAFLARE MASTHEAD STROBE

w/Built-in Anchor Light.

Dual function lights operate independently.  
Completely selfcontained strobe visible up  
to 8 miles. Features glass lens & aluminum  
case. Mdl. S1707/12

List: \$129.95 —  
**CLOSEOUT: \$79.95**



PB15 4"x9" Oval Chrome  
Plated Portlight w/Trim Ring  
List: \$91.00 Clearance \$69.95  
Set of 4 — Special \$218.90

SAVE 40%!!



"We sell to boat owners at boat builders' prices."

# BOATBUILDERS SUPPLY CO.

1552 Maple St., Docktown Marina, Redwood City, CA 94063

(415) 365-7874

HOURS: M-F: 10-6 PM SAT: 9-5 PM





# LETTERS

Thomas — We'd be interested to know if other readers got that same 'number' also. The big problem is that mailer has long past come and gone. However, if you still have the address of "Practical Sailors", we'll gladly check with them to get a list of the winners.

## ☐ DON'T DISCRIMINATE AGAINST COLOR

Please change my address as noted on enclosed. As a slightly displaced *Latitude 38er*, I still enjoy reading most of the articles. So far, haven't found anything here in So. CA to come close to good old *Latitude 38* — these people just don't have much of a sense of humor!! (Probably something in the air.)

Question: I've been thinking about writing you an article or two on cruising Baja/Mexico and would like to know if you can use 35MM color slides; I have some outstanding ones. (Remember your sense of humor, please.)

Displaced  
Gladwin, Ventura

*Displaced* — We're always interested in seeing slides and articles about cruising in Mexico — or anywhere else for that matter. B&W stuff reproduces better than color, but we can use both.

If you do write an article(s), be sure to somewhere include some thoughts on the boat you were on. Potential cruisers are always seeking seasoned opinions on which boats are suitable for cruising.

## ☐ EBBING COMMENTS

As an oceanographer interested in the tides and currents of San Francisco Bay, I would like to congratulate you for Max Ebb's article in the January 1980 issue. It resulted in my immediate purchase of a year's subscription to your magazine. While not wishing to bore anyone, you might pass along to Max the following minor comments concerning standing and progressive waves.

1. The time difference between maximum flood current and the following high water (3 hours for the standing wave and zero hours for the progressive wave used in the article) is a direct consequence of the need to have a net inward transport of energy into the bays to replace that lost in friction. The net transport of energy over a tidal cycle increases as the time of maximum flood approaches that of high water, and at any point is proportional to the current amplitude, the tide height amplitude, and the cosine of the difference between the phase angles of the current and tide.
2. The consequences of the above, as applied to the article, are that there is a much greater friction loss in the North Bay than in the South Bay. This is not surprising when one considers the long reach of the

# SEAIR SAILING CLUB

Pier 39 — Box SSC  
San Francisco, CA 94133  
(415) 781-2997

## YOUR COMPLETE YACHTING CENTER



Pier 39  
San Francisco

### You Can:

- ★ learn to sail
- ★ charter a yacht
- ★ buy your yacht
- ★ have us lease you new or used yachts for great tax savings
- ★ have us sell your yacht when you are ready.

### Used Boats Available for Charter or Leaseback — Owner Financing Possible.

33' Ranger.....	\$ 45,950
34' Cal.....	low price
35' Ericson.....	55,950
36' Islander (like new).....	offers
42' Pearson 424, OWC 12%.....	119,000
55' Custom Ketch.....	197,500

### SELECTED BROKERAGE

41' CT.....	\$ 69,000
41' Coronado.....	anxious 55,000
35' Challenger.....	offer
32' Challenger.....	44,000
30' Vega Trawler.....	37,500
29' Ericson.....	27,500
26' Excalibur.....	offers

## AUTHORIZED LANCER DEALER

### Lancer 44

Lancer 25

Lancer 30

Lancer 29

Lancer 36

Lancer Yachts + 12½% Interest  
+ SEAIR CHARTER PROGRAM =  
Happy Boat Owner.

## FLOATING TAX SHELTER

When you buy your new boat, we can lease it for you. This provides you with income to offset expenses and it gives you an excellent tax shelter. Why not profit from your pleasure? Contact us for more details.

Charter A Yacht — Over 30 Available

ASK US ABOUT  
CHARTER LEASEBACKS ON  
BROKERAGE BOATS



# MORGAN YACHTS

## ON DISPLAY

MORGAN 32



MORGAN 38



2415 Mariner Square  
Alameda, CA 94501

(415) 523-8500



### JOHN BEERY YACHTS

A QUARTER OF A CENTURY OF SELLING THE BAY AREA'S FINEST YACHTS

MORGAN 41



MORGAN 46



## SELECTED BROKERAGE

Ranger 23  
J-24  
Cal 2-25  
Cal 2-27  
Catalina 27  
Cal 2-29

Ericson 29  
Ranger 30  
Islander 30  
Westsail 32  
Cal 2-34  
Pearson 365

DownEast 38  
Morgan 41  
Cal 2-46  
Offshore 47  
Mapleleaf 48  
F.D. 50



# LETTERS

tide beyond Carquinez.

3. Amongst the interesting consequences of thinking of the waves as being mainly standing or progressive in character, is that with a standing wave, high water occurs at the same time along the channel, and similarly with the times of maximum flood or ebb. With the progressive wave, as suggested by its very name, there is a distinct delay in the times of all maxima with increasing distance along the channel.
4. It is unlikely that the wave in the North Bay would ever be fully progressive, except maybe at a single point. Since waves of the type being discussed can be separated into a combination of two progressive waves traveling in opposite directions (which can be thought of as an incoming wave plus a reflected wave), a pure progressive wave traveling up the North Bay would only be possible in the total absence of reflection.
5. A classic description of the effect of friction on tides in general can be found in the book *Dynamical Oceanography* by J. Proudman. For Max Ebb's possible interest, I enclose a paper on tides in the Irish Sea as an example of what can be achieved using mathematical tools as an aid in understanding tides.

Chris Mungall  
Santa Cruz

## □ HOW DO YOU SPELL "RELIEF"?

I have a friend who is very interested in taking his 43' cutter in the 1981 TransPac. The only problem is, he doesn't know when, where, or how to sign up. Do you think you could get this information for him?

Also, I am very interested in the Singlehanded TransPac. Eventually I would like to sail in it. Right now, though, I would love to sail up and watch the start of it on June 15th. The problem is, I don't know where and at what time it starts. Could you please find this out for me?

Thanks a lot *Latitude*, you're still the best magazine this side of the sun. *Sail* comes close. With *Sail* though, I can't write to them informally like I am writing to a friend. That's why I like *Latitude*. It's a very relaxed magazine. When I read it, I feel like I am just having a conversation with a friendly sailor.

Carl Treichel  
Portola Valley

P.S. I almost forgot, I can't thank you enough for publishing a letter I sent you a few months ago. You entitled it, "I thought maybe, just maybe". That letter made my dreams a reality. Because of that letter, I got to crew on a quarter tonner and I might be the permanent crew on a 57 FOOT KETCH!!!

P.S.S. How old do you have to be to be a paid staff mem-

# HOLDING TANK REVOLT



...probably a losing battle.

We anticipated great sales for NAUTA Flexible Holding Tanks and WHALE Diverter Valves and the boaters' revolt has caught us with absurdly high stocks... now we must discount!

Whether you install (and you eventually will) a rinky-dink system that might satisfy the rule or a system that will work and keep your boat liveable... it's an all day project. Remember the nuisance or danger that resulted from your last half-way effort? Do the job right the first time... it's the cheapest safest way.

NAUTA makes the best flexible holding tank available, strong 3 ply construction plus Tedlar vapor barrier inside skin. Lapped vulcanized seams (rather than weaker flap seams), each tank tested to 3 psi.

WHALE 1½" Y valves are molded Nylon then machined to close tolerances to assure no leaks.

Hint: to keep your ship sweet use 1½" exhaust quality rubber hose.

NAUTA 14½ gal. tank 25"x27"..... \$79 reduced to \$49  
WHALE 1½" Diverter Valve... \$43.60 reduced to \$26.80

Insist on NAUTA & WHALE from your chandler.

**SEAGULL MARINE**

1851 McGaw Ave., Irvine, CA 92714



# Capt'n George's

## CHARTERS

- Daily ● Weekly ●
- Bareboat ● Skippered ●

*Sail S.F. Bay or  
Cruise the Delta on Your Vacation*

### Sailboats 25'-43'

Columbia

Pearson

Dufour

Endeavor

Trawlers — 36' Vegas

**All Boats in Excellent Conditions &  
Fully Equipped Down to Dishes & Linens.**

**"Sail the Bay Capt'n George's Way"**

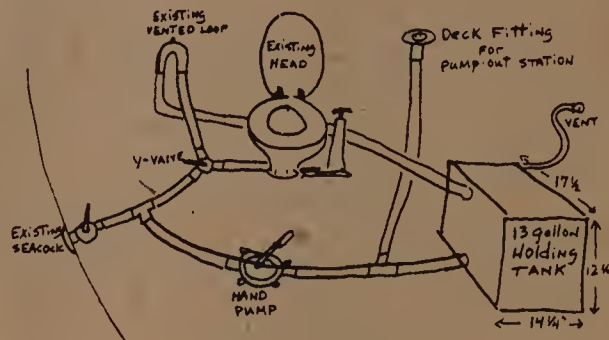
Pier 39, Box CAP, San Francisco, CA 94133 (415) 421-1725

## WHALE POINT MARINE SUPPLY CO.

**"We Specialize  
in Hard to  
Find Items"**



**24 Hour Delivery  
On Most  
Special Orders**



### HOLDING TANK KIT

13 gal. Holding Tank	84.95
Y-Valve	28.95
Hand Pump	39.95
Deck Fitting	11.95
3 Hose Adaptors 1 1/2"	4.95
10 Waste Hose Ends	46.25
25 ft. 1 1/2" Waste Hose	46.25
10 Stainless Hose Clamps	8.30
Vent Fitting	4.95
10 ft. 5/8" Vent Hose	5.99
2 1 1/2" Hose T	4.99
2 S.S. Hose Clamps for Vent	1.52
Hose Cement	1.99

**\$257.24**

**\$188.00!**

**110 W. CUTTING BLVD., POINT RICHMOND, CA. 94804 (415) 233-1988**

# MARINER 36



***Put simply, the Mariner 36 sails like a dream!***

*A yacht that has been painstakingly built from the first application of gel-coat to the last fine piece of joinery, by American Craftsmen for the American Yachtsmen.*

**COMMODORE SAILING YACHTS**

**P.O. Box 1648, Oakland, CA 94604 Phone: (415) 376-5252**

### SPECIFICATIONS

L.O.A. .... 36'0"    L.W.L. .... 30'1"  
Beam ..... 11'6"    Draft ..... 5'0"  
Displacement .... 17,000 lbs.





# LETTERS

ber at Latitude 38?

P.S.S.S. How do you pronounce Urbanczyk???

Carl — Thanks for the compliments, and we're glad to hear that the "crew list" worked for you. To answer your questions: 1.) The 1981 TransPac will be announced in about 6 months, and flyers will be posted in most yacht clubs. 2.) Paid staff members at Latitude 38 are almost as rare as a three-masted sloop. Virtually everything is done on a free-lance basis. 3.) Urbanczyk rhymes with Arbanczyk.

## □ GET THE STORY STRAIGHT

Reference is made to a section in your Harbor Hopping Column in the Vol. 35 May 1980 issue of *Latitude 38* wherein you describe "Channel Islands Marina."

In the text of the article, there are several areas of discrepancy:

1. Your allusion to guest slips renting for \$6.50 per night is incorrect. Your readers should be aware that we do not have a flat rate; the rate is dependent on the length of the vessel. Basic rate is \$2.00 plus 15¢ per lineal foot.
2. You describe in detail a "Gomer Pyle lookalike" who approached the writer of the article wearing a side arm. The Channel Islands Harbor Patrol has never worn side arms at any time.
3. You indicated that the Officer in question was in the process of writing a citation. Our policy is to issue a WARNING, not a citation, unless there are extenuating circumstances. Further, once a citation is issued, it may only be cancelled through official channels. No citation during the past year has been cancelled, and all numbers are in order.

While the style of the writer of this particular article may seem somewhat humorous, I am concerned with certain aspects of editorial license. I do not intend here to defend the Officer involved as I do not know the full circumstances of the situation. Since there are no dates involved, it is difficult to isolate the day and the Officer. I am concerned that the general reputation of the Harbor Patrol (to boaters from your area, as well as to those from around the State) has always been one of friendliness and courtesy. Our whole organization has great commitment to this policy and philosophy. Anyone — your writer as well as my Officer — may well have a bad day, but a whole Harbor or a whole organization should be viewed in a broader perspective, I feel, before indicating to a wide population of readers the problem at hand. I, personally, would have appreciated a call from you or from someone in your organization regarding this matter near the time it happened.

My main concern in this matter is that you have reported essentially that the Channel Islands Harbor Patrol wears side arms. It has always been well known that both the Ventura

## QUICKSILVER SAILS ALAMEDA



PHOTO: MIKE MONAHAN

**BAINBRIDGE DACRON SAILCLOTH  
HANDSEWN BRASS RINGS  
CAST BRONZE THIMBLES  
LEATHER CHAFE COVERS  
BRONZE JIB SNAPS**

**Fast, durable,  
beautiful sails  
from QUICKSILVER.  
The finest sails  
available  
in the  
bay.**

2517 BLANDING AVENUE at stone boat yard  
ALAMEDA, CA 94501  
mark heckman  
(415) 521-7755



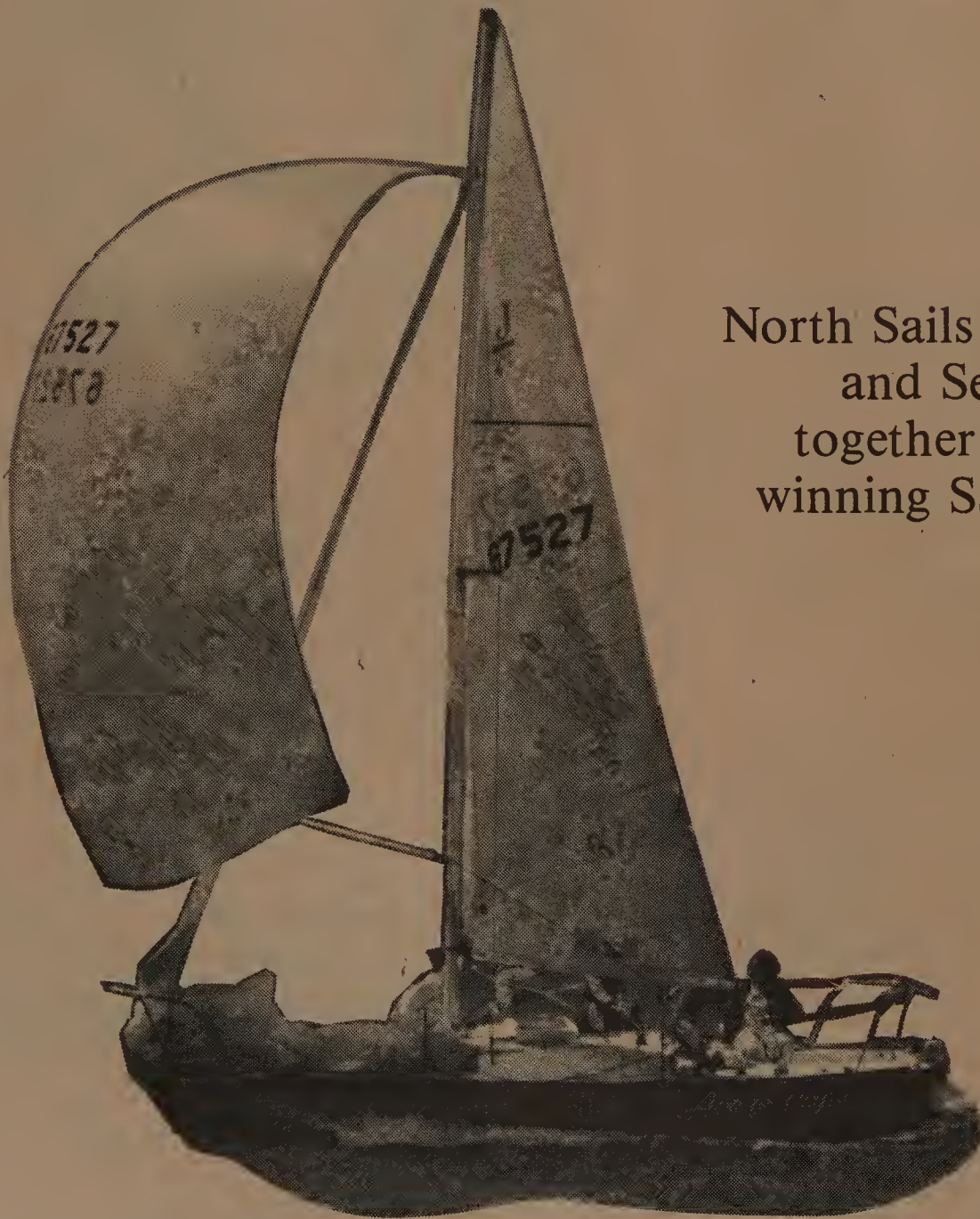
**J**  
**24**

## District Championships

**1st Place** — Greg Dorland — *Good Girls Don't*

**2nd Place** — Bruce Golison/Tom Hall — *Ace of Cups*

**3rd Place** — Bill Menninger — *Expoobident*



North Sails in San Francisco  
and Seal Beach worked  
together to produce these  
winning Sails. We can help  
you win, too!



2415 Mariner Square Drive, Alameda, CA 94501 (415) 522-5373  
1913 Electric Avenue, Seal Beach, CA 90740 (213) 596-4461

*North Sails win more races than any other Sails in the World.*



# LETTERS

and the Channel Islands Harbors do not equip their Officers with weapons. It is my feeling that any criminal element takes this into consideration in terms of their dealings or perceptions of our Officers and would not react in the same manner as they would to an enforcement person who is known to wear side arms. It is our interest to purvey to the recreational boating public a Harbor Patrol interested in aquatic safety and welfare.

I am sure your staff writer did not consider the safety of our personnel when the article was written. Obviously, there was some degree of frustration and, possibly, overreaction occurred on the part of both parties. As you can see, I am interested in the safety of my people, as well as the satisfaction of yours and that of the readers you serve.

If you have any questions at any time, please do not hesitate to contact me at your convenience at (805) 487-7711, extension 4291.

Sincerely,  
Wm. Frank Anderson  
Harbor Manager

*Wm. Frank — Unless signed otherwise, yours truly, editor and publisher of Latitude 38 writes all the material. And right at the beginning, let me repeat, it was just not that big a deal or we would have taken the time to report it.*

*The intention of that article was not to publish a 'Chamber of Commerce' kind of review of the harbors, but what we had experienced first-hand. We felt that way we could honestly tell readers what they could expect. By 'getting the other side of the story', we could have ended up with mush, and information we certainly could not vouch for. Certainly we or the other guy could have been having an off day, but we think our readers are worldly enough to take that into account.*

*But hey, as we said in the article, we really like Channel Islands Harbor, and have every intention of stopping there a great many times in the future. We repeat, it's clean, layed-out well and has all the facilities and services a sailor can desire — and a good breakwater.*

*Regarding the discrepancies. At the start of the article we said we were basing the berth rates on the charges for a 30-ft. MORA race boat, and the rate we quoted was obtained over the phone from your staff. The Gomer Pyle look-alike may not have been wearing a gun, but we sure thought he was and were intimidated as such. The citation — well, he told us he was writing a citation, but since he never issued it, we don't know if he was just bluffing or not.*

*But this is all beside the point. You've got a great place down there, and I think the reason is obvious. You guys care, just as you cared enough to take the time to write us. Thank you, and we look forward to visiting you again soon.*

## □ ASININE SOFT-HEADED EDITOR

After reading Ken Kaufman's "Last Straw" letter (Latitude 38, June, 1980) and the asinine rebuttal by your soft-headed

## SANTANA 35

ESTABLISHED  
ONE-DESIGN  
ODCA - SEC. II

and the  
ONLY OCEAN ONE-DESIGN



The Santana 35's are into their 2nd year of racing Off-Shore, this year establishing the first OCEAN ONE-DESIGN CLASS in the Bay Area. The Farallone Islands Race had eleven S-35 finishers in this exciting new class. The quality workmanship & design of the Santana 35 has created a minimum upkeep, elegant looking, fun racing machine with a highly cruisable attractive interior.

The S.F. Fleet has three S-35's racing in the Ballena Bay-Kauai TransPac, Racoon Straits — Wild Hair and Friendship, currently five are going on the MYCO Catalina Island Race.

TO FIND OUT WHY SO MANY EXPERIENCED OCEAN and ONE-DESIGN and IOR SAILORS HAVE SELECTED THE SANTANA 35, ASK AN OWNER IN YOUR YACHT CLUB, or STOP BY OUR OFFICE and INSPECT THIS QUALITY RACING YACHT.

William Carter.....StFYC	Paul Erickson.....StFYC
Gerry & Lee Ryan.....SFYC	Ori Gooch.....BBYC
Brian & Tene Kember..CPYC	Charles Kuhn.....TYC
Sam Bonovich.....BBYC	Don Brinkley.....SFYC
Bill Patry.....CYC	Bruce Seymour.....CYC
John Paxton.....StFYC	Bob Brockoff.....SCYC
Mal Weaver.....SFYC	Tom Hannon.....SFYC
William Hecht.....IYC	George Humphreys...NPYC
Dick Ellis.....	Tom Norris.....StFYC
Bob Casparian.....IYC	John Christianson...StFYC
John Aitken.....StFYC	Runo Smith.....OYC

## MARINER SQ YACHTS

YOUR BAY AREA

ONE-DESIGN DEALERS

SANTANA 20 SF SYRA & NATIONAL  
SANTANA 22 SF ODCA - SYRA & NATIONAL  
SANTANA 525 SF ODCA & NATIONAL  
SANTANA 35 SF ODCA - SF OYRA & NATIONAL  
NEWPORT 27 SF BAY ONE-DESIGN  
NEWPORT 30II SF ODCA & MORA & SF CRUISING CLASS

also

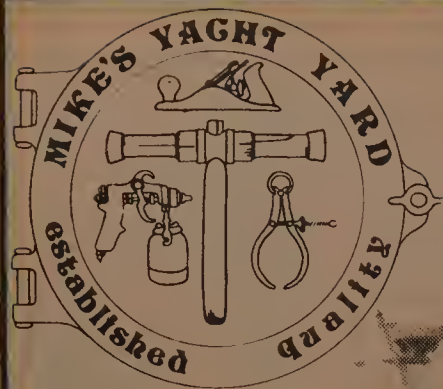
NEWPORT 24 — 28 — 41

SANTANA 23 — 30 — 39

521-7030

2415 mariner sq. dr.  
alameda, ca 94501





— Travel Lift  
— 50 Ton Railway  
**(415)  
453-0434**  
Specializing in  
Spraying



## BALBOA 27

THE ULTIMATE IN TRAILERABLE SAILBOATS

- Sleeps 6
- Enclosed Head Compartment w/Sink
- Ample Storage for Cruising



- 21 Gallon Water
- Complete Galley w/Sink, Stove, Ice Box
- 12 v. Electrical Syst. w/all Req'd. Lights

LOA.....26'6"	LWL.....23'	Beam.....8"
Sail Area.....295 sq. ft.	Draft.....2'5" to 5'6"	Headroom.....6'1"
Disp.....4900 lbs.	Ballast.....2600	Designer: Lyle Hess

For Special Anniversary Offer/Test Sail, Call:

**SE MARINE**

**(408) 722-9842 or 688-7380**

Your BALBOA & WINDROSE Hq. in Sunny Santa Cruz

## Marine Grade Loudspeakers!



The stereo speaker made to live and last in a high moisture environment.

Conventional "car stereo" speakers installed on board have a very short life due to rust out or moisture attacking the paper speaker cones, ending any once good sound.

**HEAVY DUTY ELECTRONICS** offers the alternative,  
the **ML-2**

A top quality marine product constructed of traditional marine wood and metals.

The ML-2 features:

- Oiled teak enclosure
- Solid bronze mesh face
- Stainless steel fasteners
- Air and moisture tight enclosure
- Small physical size - incredible sound
- Paper speaker cones treated for moisture
- Easily mounts on bulkhead or under decks
- Accepts 40 watts of music power safely
- Can also be used as VHF or intercom remote

**HED**

HEAVY DUTY ELECTRONICS  
2013 CLEMENT AVE.  
ALAMEDA, CA 94501  
(415) 865-3235

# PLASTIMO

LEADS THE WORLD IN  
YACHT EQUIPMENT  
DESIGN &  
QUALITY



EASY TO READ

## CONTEST BULKHEAD COMPASS

- "See Thru" - Read From Either Side of Bulkhead
- Built in Heelmeter
- Six Lubber Lines
- Two Built-In Lights
- High Contrast Marks on Red 4" Card

imported by:

dealer inquires  
invited

**NORTHSTAR MARINE**

P.O. Box 95, Redondo Beach, CA 90277 (213) 374-7422



# LETTERS

editor, you have finally pulled our corks. What's happening to Hanalei Bay has happened to Cooks Bay on the Big Island of Hawaii and Manele Bay on Lanai.

We were Lanai residents in 1975 and 1976 and saw the whole change in the attitude of the residents of Lanai in reference to White Manele or Hulupoe, as the locals call it. The final straw was after the 1976 Victoria-Maui Race when 20 or 30 race participants cruised to Manele and "took over" the beach. This was not appreciated as Hulupoe is the main recreation spot and gathering place for the Lanai Island locals on the weekends.

How would you react if 500 drunken foreigners took over Angel Island, including all the anchorages and facilities, for a week during the summer, their trash over-flowing trash cans, turds floating on the shoreline, as your children play there, watching the naked "corinthian yachtspeople" wantonly frolicking on the beach? Because this is what happened at Manele by the not so discreet or thoughtful mainland yachtspeople in 1976. It took 2 years for the locals to get the legislation to close Manele, and now NOBODY can use the anchorage — including local yachtspeople and fishermen. We are dangerously close to closing the last white sand "Utopian South Pacific" anchorage in Hawaii, spoiling it for cruisers, racers, local yachtsmen, and fishermen for the future.

The influx of so many Haoles (old Hawaiian term for foreigner) on so small an area influences the credibility of the local haole in the eyes of the Kamaaina (old-time Hawaiian resident), and makes it hard for all of them to live peacefully in their otherwise tranquil society.

Don't you think yacht races should end at a yacht club, where the facilities can handle the specific needs and actions of the yachtspeople, i.e. Kanoeha Yacht Club, Hickam Yacht Club, Pearl Harbor Yacht Club, Lahaina Yacht Club, Waikiki Yacht Club, Hawaii Yacht Club, etc., etc., and have the least lasting effect on the unstable local attitude towards yachtspeople in general?

We, too, have been racers and cruisers on the mainland, in Hawaii and the South Pacific, and we want to be able to return to these areas some day and hope our "pursuit of happiness" will still be available.

In answer to the editor's reply, perhaps the proceeds of some of these races would be better spent on buying kidney machines than trophies and mai tais.

Lon Woodrum  
San Rafael

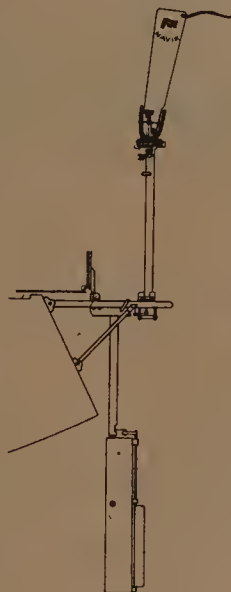
## □ JUST LIKE ALL THE REST

Ken Kaufman's letter in your June issue reminded me of an experience I had while living aboard a 25' Searunner tri in Maui's Honolua Bay. This is a most beautiful anchorage, although it's small and can't accommodate more than a dozen boats. A fragrant offshore breeze brings tropical fragrances down from the mountain at sunrise. An owl flies squeaking

SAILOMAT is the most powerful wind-vane self-steering on the market. Proven in a record circumnavigation. Exclusive U.S. Distributor: SCANMAR MARINE PRODUCTS.



AUTOHELM 3000 is specifically designed for owner installation on wheel-steered sailboats. Incorporates the features of much larger and more expensive autopilots.



The NAVIK vane gets extra power from a unique double servo system. All stainless, lightweight construction and an ingenious overload safety mechanism make the NAVIK superior among straight servopendulum vane. Exclusive U.S. Distributor: SCANMAR MARINE PRODUCTS.



ANTOHELM 2000 is the most advanced tiller connected autopilot available. Distributed by SCANMAR.

**CRUISING IS OUR BUSINESS. We have all the important stuff and the advice you need beyond the bridge. Right now we suggest you let us show you the new AUTOHELM 3000. This small autopilot for wheel steered boats has better features and a better price than anything comparable. Call for an appointment! Without it, we usually spend weekends elsewhere.**

# SCANMAR MARINE PRODUCTS

298 HARBOR DRIVE — PH: (415) 332-3233  
CLIPPER YACHT HARBOR — SAUSALITO, CA 94965



Jane Rundell  
Broker



Member

## Richardson Bay YACHTS & INSURANCE

Marine Insurance  
Specialist  
R.E. Dickerson & Associates  
OPEN 5 DAYS A WEEK  
10:00 a.m. — 5:00 p.m.  
(Closed Sunday & Monday)

Clipper Yacht Harbor, Foot of Harbor Dr., Sausalito, CA 94965  
(415) 332-3855

### SPECIFICATIONS

L.O.A. .... 36'  
L.W.L. .... 32'  
Beam .... 11'4"  
Draft .... 5'6"  
Displ. .... 19,200 lbs  
Sail Area .... 711 sq. ft.

Now  
On  
Display

Sail  
the World  
in  
First Class



### Funship's Newest! Polaris 36' by Robert Perry

Cutter rig, Barient Winches, Teak Interior,  
Available in Three Exciting Colors! Ex-  
cellent Warranty. Base Boat — \$62,950.

## TANGAROA II — A Rare Find.

Designed by John Hanna, hull and deck built by Dread-  
naught, her interior was built by Myron Spaulding. **She is  
truly a custom yacht. You must see this boat to ap-  
preciate her craftsmanship.**

Quality is Economy!



**Take her and sail away** — she has everything: steer-  
ing vane, liferaft, 5 anchors, dodger, foulweather  
gear, pots and pans, china and glassware — just ex-  
amples of her extensive inventory.

L.O.A. .... 32'      L.W.L. .... 28'6"  
Beam .... 10'9"      Draft .... 4'9"

Come See this Extraordinary Yacht at Our Docks.



# LETTERS

across the bay as the sun sets.

One evening about 30 yachts appeared. This was the first stop on the "Round Maui" Race. Most of the participants were exclusively dockside sailors and didn't know much about dropping a hook. (Now, I admit that docking a boat requires a certain skill, but it doesn't help much when there's nothing but an anchor line to tie to!) Well, we were awakened by a "CRUNCH!" as a cluster of three heavy displacement monohulls, rafted together, swung into our tiny lightweight trimaran. The whole weekend was spent with them (and the rest of their fleet), dragging, re-anchoring, and us fending them off.

Next day, on came the generators. Gotta keep that beer cold! Well, I can dig it, but I'm not too happy when I'm ten feet away, downwind from the exhaust fumes.

Finally, it was time for the next leg. Believe me, nothing was more peaceful than Honolua Bay after they split! Being typical Americans, though, they left behind that ever present trademark of Americanism — piles and piles of trash on the beach. Now, Honolua is (or was then), rather isolated and there was no garbage disposal service provided, so who do you think got the joy of getting rid of it? These people just came interisland and managed to accumulate bags and bags of garbage. I shudder to imagine what racers will accumulate coming all the way across from the mainland!

I'm in no way against peoples' right to pursuit of happiness, but does this include a right to stupidity and piggishness? Does "yachtie" have to equal "schweinehund"? The concern expressed in Ken's letter is not only that the tranquility of Hanalei Bay will be endangered, but that the Bay will be closed as an anchorage for everyone. As he says, all boaters will lose if that happens, not only the present residents. The lack of feeling and understanding shown in the reply given Ken's letter makes me sad. I thought this was a sort of hip "sailing sheet", but now I see that it really isn't that different from all the rest.

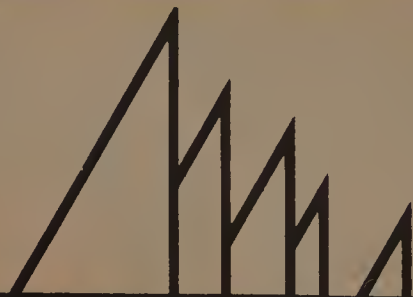
Disillusioned Reader from Capitola

*Ken, Lon, and the 'Disillusioned Reader' — We understand exactly what you are saying, but we think you are ignoring the real problems facing places like Hanalei Bay. And frankly, it sometimes seems that your understanding of the problem doesn't go any farther than your own self-interest.*

*Take Ken who has lived at anchor in Hawaii for over 1,865 days, yet who wants to deny someone else that opportunity for just a week. Ken says he can't find anyone 'who wants the race to end here', but you can bet your butt that five years ago he couldn't have found anyone who wanted him to come to Hawaii either.*

*Lon cites the problem of 'so many haoles in so small an area', and what was he but a haole for two years?*

*And what of the hip 'Disillusioned Reader', who feels Honolua Bay is his private domain by virtue of his boat having 3 hulls and him being so cool. Where does he get off?*

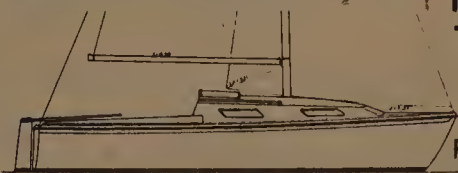


## THE FOREDECK

COMPLETE CUSTOM RIGGING & CHANDLERY

11373 FOLSOM BOULEVARD  
RANCHO CORDOVA,  
CALIFORNIA 95670  
916/635-1932

### MONTEGO 19



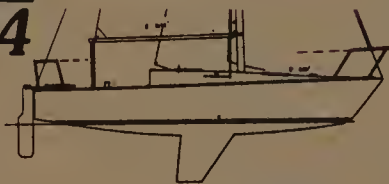
At Only 1550 lbs., the  
Ideal Trailer Sailor for  
Today's Smaller Cars  
— From Only  
**\$5,895.00**  
Plus freight & commission

### CAPRI 25



**NEW!**  
**CAPRI 25**  
In stock —  
from \$10,995

### J 24™



INTRODUCTORY OFFERS  
FOR SACRAMENTO AREA  
J-24 ENTHUSIASTS  
COMPLETE BOAT  
WITH SAILS — **\$16,200**  
Plus freight & commission

#### BROKERAGE

1974 Challenger 32.....	\$42,500
1974 Clipper 26', 1/2 interest offered.....	3,000
1976 North American 23, with trailer.....	10,495
1974 Venture 21, with trailer.....	3,795
1970 Yngling 21, with trailer.....	3,850
1969 C Scow 20'.....	1,400
1978 Chrysler Buccaneer 18, with trailer.....	2,795
1973 Omega 14, with trailer.....	1,700
1973 Coronado 15, trlr., North Sails.....	2,300
15' Wooden Daysailer, with trailer.....	1,700

### Valley's Largest Chandlery

Dealers for Islander, J-Boats,  
West Wight Potter, Coronado 15,  
Cyclone-13, Omega 14, Laser,  
Avon, Capri 25, Montego 19 —

**QUALITY BROKERAGE BOATS NEEDED**



**Yacht and Ship Brokers**

**1000 Bridgeway**

**MULTIPLE  
LISTING  
BROKER**



**332-2940**

**Sausalito, California**

**Dealers for:**

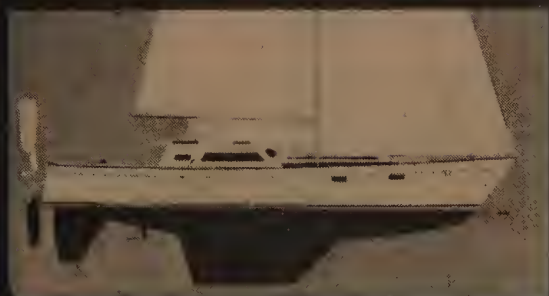
**West sail**

**32, 11.8, 42, 43**

**Dealers for:**

**Alajuela**

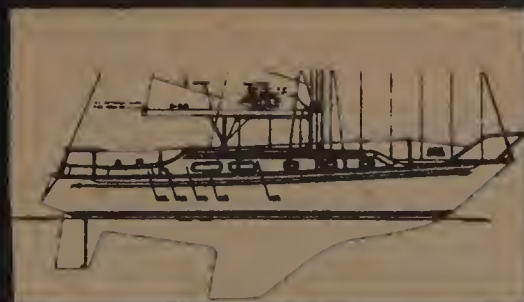
**33, 38, 48 Schooner**



**WESTSAIL 11.8 — We are the exclusive Bay Area Dealer! Hull No. 2 Arrives in August.**



**TRUE NORTH 34 — Designed by Huntingford. North Pacific veteran. Ready to go again!**



**ISLANDER 36 — We have three of these popular bay boats — from \$50,000.**

**SAIL**

23' Coronado	\$ 6,900
25' Morgan	5,000
24' Ranger (1/4 Ton, Wash.)	11,500
24' Yankee	11,900
25' Atkins Schooner, dsl.	25,000
26' Yankee	20,000
26' Nor'Sea (Kit w/trailer)	29,500
28' Pearson	19,500
29' Columbla (TransPac vet)	43,000
29' Lancer (like new, dsl.)	29,500
30' Spark.&Stephens (Hughes)	25,500
30' Garden	15,000
30' Catalina	32,000
30' Knarr	2 from 6,000
30' Arpege	36,900
Friendship Sloop (classic)	35,000
31' Bombay Motorsailer	42,500
31' Marlner (new)	39,700
32' Arles	45,000
32' Seabird Ketch	6,800
33' Custom Peterson Slp. (race equip.)	49,500
34' Cal (must sell)	33,900
35' Stone Sloop	24,000
35' Ericson (race equipped)	46,000
36' C&C (custom steel)	87,500
35' Alberg	36,500
36' Crocker Ketch (dsl.)	28,000
Stone Gaff Sloop	19,500
36' Garden Ketch (blt. Japan)	60,000
40' Atkin Cutter (aft cabin)	65,000
40' Kiwi (Ron Holland IOR 30.8)	140,000
40' Challenger	89,000
41' Peterson 2-Ton Sloop	110,000
41' Kettenberg Yawl	77,900
41' Coronado (great liveaboard)	67,500
41' Hinkley Sloop	72,500
43' Moody	65,000
43' Cal	2 from 72,500
43' Rosborough Ketch (Tahiti vet)	65,000
44' Peterson	110,000
45' S & S 2-Ton	145,000
48' Mapleleaf	3 from 149,000
48' Paul Grau Schooner	40,000
48' Parker Sloop (wood)	70,000
48' Devries Motorsailer (steel)	112,000
50' Lapworth	75,000
50' Columbla	2 from 88,000
55' Islander (Tahiti vet)	230,000
55' Swan (all new)	290,000
55' Schock Cruising Ketch	175,000
60' Rhodes Yawl (by Burger)	250,000
62' Stephens Bros. Yawl	180,000



**WESTSAIL 32 — We have several previously owned 32's awaiting your inspection.**



**ALAJUELA 38 — We are the Bay Area Dealers. This is one of the finest cruising yachts in the World.**



**SWAN 43 — Highest Quality available. We have several Swans to choose from.**



# LETTERS

You guys all think that Hanalei Bay ought to be saved for you, but will you be such good guests? Where will you throw your garbage when at anchor in Hanalei? Will you keep it aboard until you get out to sea, stuff it in the receptacles provided by the parks, or sneak it into someone's personal trash? And when pollution is such a problem, where will the self-righteous relieve themselves? In the bay? In the restaurants? On the beach? Or are you going to hold it for a few weeks? On both these counts the residents of Hanalei Bay would no doubt be more pleased to have singlehanders than you, since they will be providing their own trash disposal and portable heads — and be policing their group to be certain these are used.

The real problem is that the demand for anchorages is increasing dramatically while the number of good anchorages remains static. The 40 individuals coming over in the Single-handed TransPac is insignificant compared to the crowds on cruising boats that are constantly arriving. Our feeling is that everyone is going to have to be a lot more willing to share limited natural resources like Hanalei Bay and behave in a manner so they'll be tolerated by those who live on shore. It's a tall order, but that's the reality of it.

We certainly agree that Hanalei Bay is not the most brilliant site for the Singlehanded Race to end — the entrance is dangerous at night or in a squall, fuel and supplies are virtually non-existent, and facilities are limited. But it is the ideal spot for reacclimatizing to society and starting back to northern California. And assuming they will behave themselves as they did the last time, is there any more basis for denying them their wish, than say denying Hawaiians the opportunity to visit Big Sur?

There is no reason why these 40 folks can't use that anchorage for a week and be less of a nuisance to the residents than the backpackers, Princeville condominium hunters, Toyota tourists, surfers, and welfare scammers.

The racers are aware of the current situation, and rather than being the last straw, may well have the necessary personnel and attitude to create a new beginning. Just because you folks found your sailing contemporaries to be the unworthy visitors doesn't mean these folks aren't a little bit wiser, a little bit more aware, and a little bit more caring. We think you guys have sold your fellow sailors short when you equate TransPac singlehanders with public drunkenness, nudity, littering on the land, and turds in the surf a la Manele. For some reason you assume it has to be that way, but as the last Singlehanded TransPac proves, it doesn't.

Randomly prohibiting one group from using an anchorage is hardly a solution to the shortage of anchorages. People cooperating with one another and behaving themselves seems to be a far more equitable and practical.

And Lon, you'll be pleased to hear that the proceeds of the Metropolitan-Oakland YC's San Francisco to Catalina Race go to the Children's Hospital.



**Authorized Dealer  
for  
Cal Boats  
Mason 43'  
Gulf Pilothouse Yachts**

## Mason 43'

**Al Mason's Finest Cruising Yacht  
Has Just Arrived At Our Docks For Your  
Inspection. Only One Available  
Until November.**

### Available Listings

22' Santana .....	\$ 5,750	30' Pearson .....	29,500
23' Ranger .....	12,950	30' Catalina .....	34,995
23' Bear .....	7,850	30' Rawson .....	29,000
26' Int'l. Folkboat...	15,250	30' Vega Willard...	38,950
26' Ranger .....	14,250	33' Pearson .....	38,950
27' Ericson .....	24,500	34' Cal 3-34 .....	52,000
27' Cal 2-27 .....	25,500	36' Columbia .....	38,500
27' Mull 1/4 Ton .....	21,450	36' Seawitch Ketch...	49,500
29' Cal .....	26,950	39' Columbia .....	59,950
30' Tartan .....	33,000	41' Challenger Ketch...	95,000

**(415) 865-3662 2415 Mariner Sq. Dr., Alameda, CA 94501**

## SAILBOAT RENTALS



**30 Popular Keel Sailboats.  
Rentals by Hour, Day & Week.**

**Lessons — Groups • Private  
Beginners, Intermediate, Advanced.**

## CASS' RENTAL MARINA

*Established 1961*

**1702 Bridgeway, Sausalito**

**Phone: (415) 332-6789**



# MARINE MARKET PLACE I

5901 Christie, Emeryville, CA 428-2146

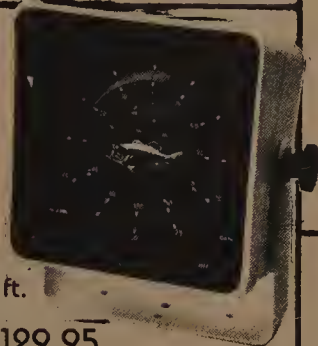
...a MARKET for all your MARINE needs

## Electronics

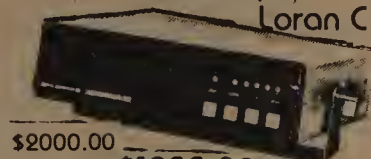
Ray Jefferson 670

RDF w/LED  
Readout\$329.95 ~~\$219.95~~

Meca

201A  
60 ft., 120 ft.\$179.95 ~~\$129.95~~301A  
60 ft., 360 ft. \$199.95 ~~\$139.95~~

Horizon USA

VHF/FM 50 Channels  
\$499.95 ~~\$309.95~~Ray Jefferson  
Loran C\$2000.00 ~~\$1299.00~~Aquameter  
Gas Vapor Detection\$162.95 ~~\$119.95~~

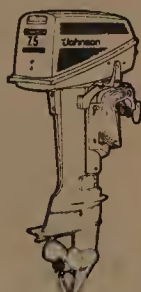
## Antennas

#497 VHF  
8½ ft. 6DB\$60.95 ~~\$29.95~~#4015 VHF  
Masthead Mt.\$62.95 ~~\$41.95~~

#5200 CB

\$29.95 ~~\$24.95~~

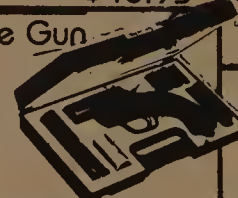
## Boats & Motors

Achilles 4 Man  
Comes complete\$650.00  
~~\$549.00~~Sportboat  
10'8" Up to 12 HP Engine\$1000.00  
~~\$720.00~~Cruise & Carry  
1.7 HP Air-Cooled\$270.00  
~~\$229.95~~Johnson  
OutboardsDealer prep  
&  
Tank Tested4.5 HP \$645.00 ~~\$579.00~~  
7.5 HP \$815.00 ~~\$715.00~~Outboard Motor Bracket  
71041\$80.85  
~~\$62.95~~

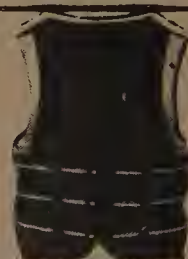
## Safety

Fire  
ExtinguisherUSCG Approved  
10 BC Rated\$15.00  
~~\$8.99~~USCG  
Approved  
AK-1\$7.65  
~~\$3.99~~Man Overboard  
Pole\$96.15  
~~\$75.00~~Guest Xenon Strobe  
Smaller, 8 hours\$59.95 ~~\$46.95~~

12/25A Flare Gun

\$103.70  
~~\$69.95~~

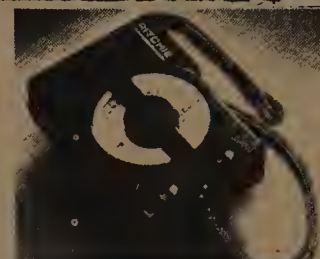
Mini Day-Night

\$11.80 ~~\$7.50~~

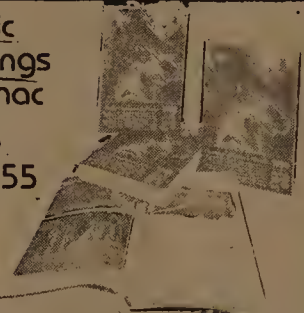
Best Buy

\$34.95  
~~\$19.95~~

## Navigation



Hand Bearing Compass

Ritchie MA-100 \$80.00  
w/hold button ~~\$59.95~~Pacific  
Boatings  
Almanac\$6.95  
~~\$5.55~~

Davis Sextants

Mark 3 \$22.95 ~~\$17.95~~Mark 15 \$85.00 ~~\$65.00~~Mark 20 w/LED \$99.95 ~~\$77.00~~Mark 25 New \$125.00 ~~\$96.00~~Swift  
Binocular  
7 x 50  
Astrolite\$72.50 ~~\$48.50~~

Chart Light

\$32.95  
~~\$25.95~~

**Marine Market Place Has Something to Offer  
Low Discount Prices — Of Course!**

**Just Off the Freeway  
Lots of Parking**









PHOTO: BRUCE VANDAL & FOTO BOAT

**OLSON 30**  
LOA 30'0"  
LWL 27'6"  
Beam 9'4"  
Draft 5'6"  
Disp. 3600#

Functional design and superb craftsmanship describes this high performance 30 footer. With one-design fleets forming and competitive handicap racing in all areas, compare price and quality—The Olson 30 stands alone!

**OLSON 30**

**MOORE 24**

**MOORE 24**  
LOA 23'9"  
LWL 21'9"  
Beam 7'2"  
Draft 4'3"  
Disp 2,000#

"The Classic Speedster!" The Moore 24: clean lines, fast, easy to sail, easily trailored and launchable at yacht club hoists. With an outstanding race record and unbelievable handling characteristics, the Moore 24 could be considered the finest boat in it's size range. You must see this boat to appreciate it!

**O'Neill's Yacht Sales**  
& BROKERAGE

Not Shown:  
**WILDERNESS 30 SX**

LOA 29'9"  
LWL 27'9"  
Beam 8'9"  
Draft 5'6"  
Disp. 4200#

Equipped to race, functional galley, BMW Diesel Inboard. Call for more information.

O'Neill's Yacht Sales can arrange factory tours for any of these fine Santa Cruz built boats.

Call or write for more details now!



# LOOSE LIPS

Do you wonder what ever happend to the *Golden Hinde*, the replica of Sir Francis Drake's booty boat? Owned in part by Crowley Maritime of San Francisco and yachtsman Bob Bell, it arrived in the bay area with much hoopla about two years ago. And then to the chagrin of many folks, the boat departed the bay area just in time to miss the Quadricentennial celebration of Drake's Landing at — that's right — Drake's Bay.

What happened was that the *Hinde* sailed to Japan, and early this year arrived at Plymouth, England, completing her 24,000 mile journey. The replica didn't bring back nearly as much booty as Francis' had brought back for Queen Liz, but they did have bubbly on ice.

With all the people making odd and unusual voyages and claiming all sorts of records, you've got to wonder if anyone is keeping track. Webb Chiles is pretty teed off at Englishman David Cowper who recently arrived back in England claiming the world's record for solo circumnavigation in a singlehulled boat. Apparently, not knowing any better, the English press sent out photos around the world — one appeared in the *Chronicle* — hailing the achievement. Chiles said the press should have checked Cowper's claims, but frankly, we don't know where they could authoritatively check something like that. Do you?

Apparently much of the tussle is about 'sailing days' as opposed to 'elapsed days from start to finish'. Chiles claims that Naomi James record has never been really recognized because she counted the days she spent in port as part of the time — which we admit sounds like a weird thing to do. Cowper too, only beats Chiles by counting that way. Who is right? We'll have to check in with "Out of his mind" Urban-cyzk who is the Master Arbiter in such matters. We'll report back next month.

A few months ago we predicted that Dennis Conner would win the 1980 America's Cup in *Freedom*, and we're on our way to being right. For a long time now, Conner has had both *Freedom* and *Independence* at his disposal to pick from for an assault on the Cup, and just last month chose *Freedom*. The only local sailor to be selected for that team is Don Kohlman of Alameda.

If you own a fiberglass boat you probably know the delightful feeling of getting little bits of fiberglass 'dust' embedded in your skin. It feels absolutely terrible, and washing does absolutely nothing to relieve the itching. Here's a solution we saw at Bruno's Harbor up in the Delta. The Harbormaster had just finished some work on the fiberglass docks and gotten both forearms covered with dust. He came in the office where his wife pulled out a thread and proceeded to draw it up and down his arm. From the way he commenced to gleefully moan, we figured it really worked. They say it's an old trick, and you might give it a try the next time you need relief.

## SAIL LAKE TAHOE



### CHARTERS

Size  
8'-43'

Time  
Hour—Day—Week

Bareboat or Skippered



(702) 588-3369



Box 1375, Zephyr Cove, NV 89448



**Congratulations  
To Our Drawing  
Winners —**

**1st Prize — Dodger  
Noel Rosen**

**2nd Prize — Cockpit Cushions  
Bob Westphal**

**3rd Prize — Sail Cover,  
2 Winch Covers  
Mark Rudiger**

**FREE COCKPIT CUSHIONS  
WITH EVERY FULL SET OF  
INTERIOR CUSHIONS  
ORDERED IN THE MONTH  
OF JULY**

210 Harbor Drive, Sausalito, CA 94965



# WYLIE 34



## The best all around boat of her size — showing her heavy weather spirit

In addition to its highly successful racing record, the Wylie 34 is a versatile, all around yacht. Yes, it is fast both for its size and its rating as a result of its modern design and construction concepts. But it is much more than a racing hot rod. Its fractional rig with small headsails and efficient deck layout make it an Ideal cruising or weekend boat for a couple. The light, airy, and spacious interior is an inviting change from the dark dungeons of the heavy dreadnaughts that are sold as cruising boats.

Cruisers and weekend sailors want a boat that's exciting to sail too, isn't that why we own boats in the first place? At 7800 lbs. displacement she's a moderately light boat not requiring heavy gear or large sails, and with a 3050 lb. keel, she's stiff enough to comfortably knife upwind in the gusty Bay breezes. Off the wind her modern hull design provides the stability and control for exciting performance in both heavy and light airs.

The Wylie 34 is an exceptional value because she's practical to own. The modest initial cost provides a fully equipped boat that combines an elegant but functional interior, a race tested deck layout and rig that uses the finest of equipment (Barient, Schaefer, Nicro, Harken, Navtec, Hulse-Chrisman) and a sturdy BMW diesel engine. Six sails will take her racing and two or three are fine for cruising. In fact, she'll be faster cruising around under mainsail alone than most boats on the Bay.

### SPECIFICATIONS

L.O.A. .... 33'9"	Draft ..... 6'
L.W.L. .... 25'9"	Ballast ..... 3050 lbs.
Beam ..... 10'10"	Displacement .. 7800 lbs.
Diesel ..... B.M.W. D-12	Prop. 16" folding Martec
Winches ..... 6 Barients	Headroom ..... 6'3"
Rig ..... 7/8 <sup>th</sup> dbl. spreader	
Sail Area ..... 100% Fore Tri. 503	
I ..... 38'	P ..... 41'
E ..... 14'	J ..... 11.42'
JC ..... 12'	
Rating ..... PHRF: 120	
	IOR: 25.3

**Factory Direct**  
**Call — (415) 523-8330**

The Wylie 34 is built by North Coast Yachts in Alameda and sold direct from the factory. North Coast is a small shop (about twenty-four boats a year) that emphasizes careful, sturdy glass work, cabinetry work that is individually crafted to fit each boat, and custom designed spars and rigging.

Orders placed now can expect late summer and early fall delivery at current prices. Call for further information or visit the shop for a look at how the boats are built.

**north coast yachts**  
**HAWKFARM and wylie 34**  
**2100 Clement Ave., Alameda, CA 94501**



# LOOSE LIPS

A few months back we wrote about the requirements of becoming a yacht broker — all in connection with the disappearance of Albert Schultz and money from what had been Wave Traders. Harold Penney from Cal Boat, the State in charge of licensing these people said that as of January 1, 1979, the bond for broker's had risen from \$5,000 to \$10,000, an amount he felt wasn't at all that sufficient. He also indicated that the tests and examinations to become a broker have become more difficult, and that "people are flunking right and left". Despite these improvements and the agencies increased scrutiny, he feels the laws regarding Yacht Brokers still need to be upgraded a great deal.

We asked Mr. Penney how often broker's have 'taken the money and run', so to speak. He didn't have any exact figures, but figured about 3 have disappeared with money during the last 5 or 6 years. Offhand he guessed there are about 700 licensed Yacht Brokers in California, and about 1400 licensed Yacht Salespersons.

Rumor has it that Albert Schultz' car was reported abandoned to the leasing company that owned it, by a motel in Alabama where it was forsaken. But like we say, it's only a rumor. Although it's hard to say, from what we hear, individuals and companies lost out on about \$50,000, maybe as much as \$75,000.

Most sailors are familiar with Robin Graham who was 16 years old when he began his three-year circumnavigation in the Lapworth 24, *Dove*. After he finished the voyage, he attended Stanford for a brief time and then left for Montana. Since that time there have been frequent reports that he was killed in a motorcycle accident. We have it on good authority that this isn't true, not unless it happened about three weeks ago.

This month we're publishing Part II of Mike Pyzel's cruising and weather guide to California's Channel Islands. May 18th of this year the islands — Santa Cruz, Santa Rosa, San Miguel, Santa Barbara, and Anacapa — became part of the Channel Islands National Park. Whereas southern California is usually first with everything, they are a little slow in National Parks, this being their first. Previously some of the 250,000 acres involved were in private hands or in use by the Navy, but now will provide greater access to the public.

A long time ago we wrote about the fate of the Coast Guard pigeons. You know, the ones that were trained to spot orange covered objects (presumably liferafts) in water. Apparently that first batch of six was much better than humans at spotting orange in the water, but they all died tragically when the copter had to land in the sea, thereby drowning the pigeons who were trapped in a pod below. But fear not, new pigeons have been trained and are now on duty in Hawaii where the test program is continuing. The Pigeon Project budget runs about 75 thousand bucks a year.

## 24 HOUR PROTECTION!

### Automatic AD-X Halon 1211 Fire Extinguisher for Engine Compartments

- Compact
- Easily Installed
- Inexpensive
- Here's how it works: When heat from a small fire increases the temperature to 165°F. (74°C), fusible link releases, discharging the Halon.



#### MARINE FIRE SYSTEMS

1535 Buena Vista Ave.  
Alameda, CA 94501  
(415) 522-2558

## Lion Sailing School & Yacht Charters . . .

is pleased to announce the addition of a magnificent 61' Alden Schooner to its Charter Fleet. Eminently suitable for picnics, parties, weddings, company, club or church functions. Terms: \$900 charter, \$100 skipper.



Special 10% Discount to the Sailing Fraternity. Get In Line for a Turn at the Helm! . . .

For smaller parties, charter *Dithyramb*, a stunning 35' Cheoy Lee Lion. \$160 charter, \$80 skipper.

Available to competent skippers (partial listings).

Columbia 43' — \$200; Islander 37' — \$180;  
Columbia 36' — \$150; Catalina 27' — \$110;  
Santana 22' — \$75 . . . Halfday, 1/3 off.

#### CARIBBEAN CRUISE — NOVEMBER 15-30

Sign up for a real sailing experience aboard a Mull-design, teak beauty — Océan 44. \$1,400 covers air fare, berth, partial provisioning. Fred Feied will conduct a sailing seminar. (Flotilla style for seasoned skippers who want to cruise in convoy or try inter-island racing).  
**Bonus: Three FREE Lessons to First Six to Sign On.**  
Mail Reservations with 50% Deposit to:

**LION SAILING SCHOOL & YACHT CHARTERS**  
982 Santa Barbara Road, Berkeley, CA 94707  
Brochure — (415) 526-4559



**One  
Product  
Does It  
ALL!**

**Cleans**

Bilges  
Topsides  
Heads  
Sinks  
Formica  
Engines  
Decks  
Fenders  
Ventilators  
Even Your  
Oven!



**New  
Boating  
Cleaner**

**Restores**

— Vinyl  
Cushions  
— Old Paint  
Brushes  
— Wood  
— Fiberglass  
Bio-  
Degradable

Contact Your  
Nearest  
Chandlery

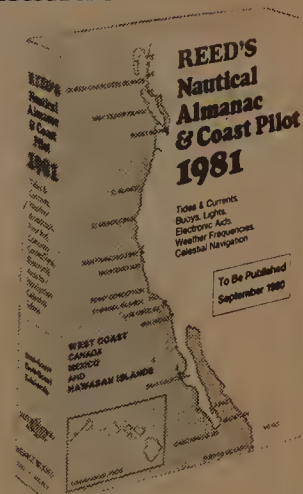
**INTRODUCING  
THE ONLY YACHTING BOOK YOU'LL NEED**

CANADA  
US  
MEXICO  
HAWAII

**REED'S Nautical Almanac**

1981 West Coast Edition

- Nautical Almanac
- Light List
- Radio Aids
- Tide & Current Tables
- Piloting, Seamanship



**PRE-PUBLICATION OFFER**

**REED'S** contains information if bought separately would cost in excess of \$75. A real value at its regular retail price of \$15.95, now you can purchase it for only \$12.95 if you mail this coupon before Sept. 1, 1980. **THIS OFFER WILL NOT BE REPEATED.** If for any reason you are not satisfied, return it within 10 days for full refund.

Please send me \_\_\_\_\_ copies of **REED'S Nautical Almanac** 1981 West Coast Edition at the Pre-publication Price of \$12.95 (include \$1.25 postage & handling; Calif. add 6% S. tax)

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

SEND CHECK OR MONEY ORDER TO:

**REED'S Nautical Almanac**, 390 Capp St. San Francisco, CA 94110

# CAPE GEORGE CUTTER

A fast, comfortable, easily handled cruising yacht, custom-built to the highest standards, and outfitted with the finest equipment.

LOD ..... 36'0"    Draft ..... 5'0"  
LWL ..... 31'5"    Disp..... 22,500#  
Beam ..... 10'5"    Sail Area..... 841

Call or write for appointment to see this fine yacht on San Francisco Bay.

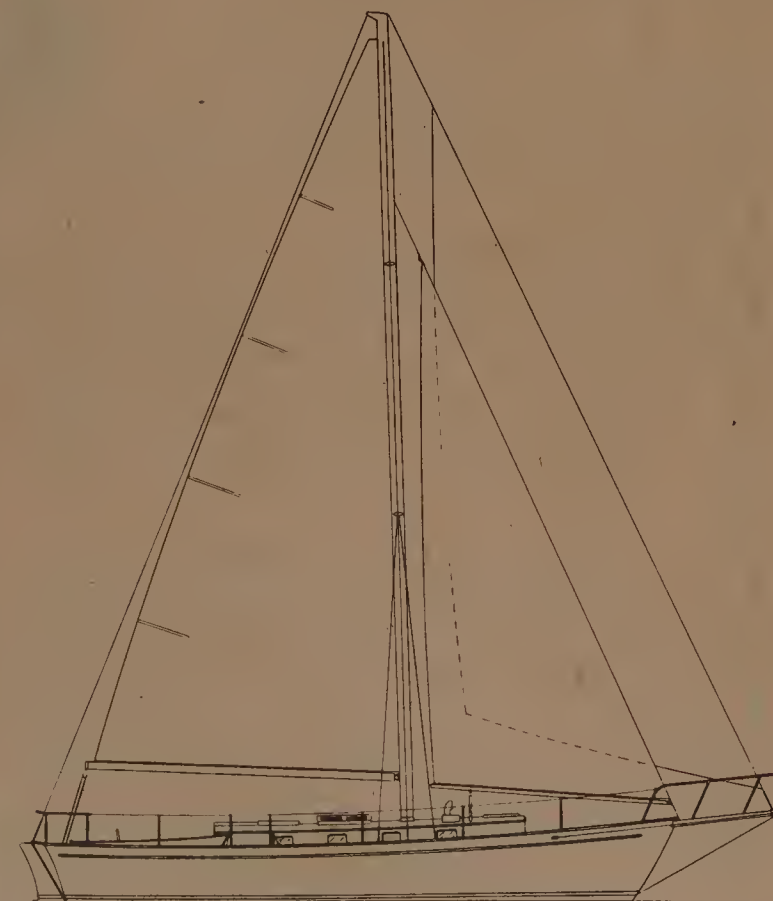
**James A. Bock & Co., Inc.**

Designers & Builders of Fine Custom Yachts

4634 B E. Waterloo Road

Stockton, CA 95205

(209) 944-5570





# CHANGES IN LATITUDES

A lot of us sit around and bitch at how difficult it is to get berths when we're travelling up or down the coast. But have you ever thought about how difficult it is for people who are visiting San Francisco for the first time?

Their tribulations first came to our attention when we met Gwen and Denny, a Canadian couple, while in Mexico. Dennis was wearing a St. Francis YC T-shirt, and since we already knew they were from Banff, we wondered how he came to obtain one.

It's a bit of a story, but here it goes. After a rather rough trip down the coast in their Stan Huntington cutter, they pulled into the bay, eager for a place to anchor out for a few days and get some rest. While sailing down the city front, they noticed a big sign that said "Harbormaster", and listed a telephone number. Now all they needed was a place to tie up for a minute to call the harbormaster to see if a guest berth was open for a day or two.

They saw an open berth at the far west end of the San Francisco Marina, right near the St. Francis. Figuring they could tie up for just a minute or two while one of them ran to a phone, they pulled into a slip. And immediately caught all hell from the guy on the powerboat next to them. Sheepishly they pulled out and into another berth, but the guy with the powerboat was all over them again. Weary, Denny decided he'd walk up to the phone no matter what the guy said. On the way he bumped into an official from the St. Francis YC who had obviously been called just for this problem.

After explaining his situation, Denny was surprised to find that the official cheerfully said there was no problem and that they were welcome to pull into a St. Francis guest dock for the evening, use the showers, and in general make themselves comfortable. The official explained that regretfully, they could only stay one night, that the Big Boat Series was just starting, and they desperately needed the berths.

It was a tremendous relief to have a place to stay for the night and they were most appreciative. The showers were a godsend and it was nice to be able to sit at the bar and enjoy a warm drink. Their good luck continued when they called the Harbormaster and he said he had a berth they could use for a few more days.

Having enjoyed the St. Francis YC's pleasant facilities, Denny and Gwen thought it would be great if they could still use them for a few more days. Thinking slyly as most cruisers do at one time or another, they figured if they wore a St. Francis T-shirt they could walk right in the door and use the showers and nobody would say 'boo'.

You know, they were right. They don't tell this story to everyone for fear of turning hordes loose on the club that was so nice to them. But they do remember the St. Francis, and their memories are fond.

And speaking of being guests of yacht clubs, we came across an interesting comment by Captain John Rains from the April 1 issue of the *San Diego Log*. A professional



## The Perfect Blend

Beyond ordinary sailing are "10" moments, times when all the best qualities of sailing adventure seem to fuse into a perfect blend.

Beyond ordinary boats, Excalibur 26s are "10"s as well, fusing a perfect blend of speed, beauty, and balance under sail.

Venture beyond ordinary sailing, put "10"s into YOUR weekends.

Sail an Excalibur 26.

## Excalibur 26 – More Satisfaction For Your Money.

### NOW AVAILABLE

**WE HAVE 3 EXCALIBUR 26's**, 1967, 1977, and 1978. All three are good buys. Call us for details. We can assist in shipping. **Marina Sailboats, 6400 Marina Dr., Long Beach, CA 90803 (213) 598-9784**

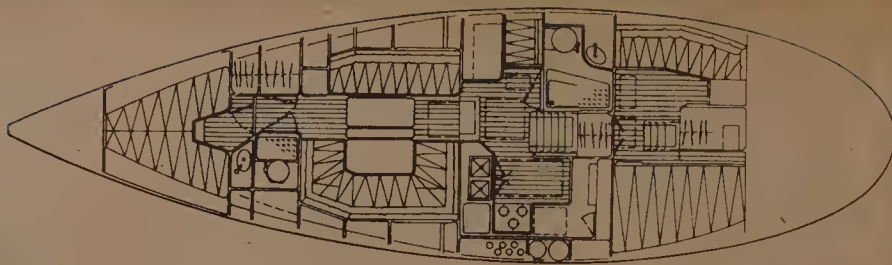
**ISIS, -5264.** Wayfarer built in '68 with dinette and full cabinet galley arrangement. Very well cared for, including new through-hulls and '79 rebuilt Evinrude 6. 5 sails and spin. gear. ASSUME 12% loan with berth. \$12,500. **Elliott (415) 546-8200/835-4010. Peter 848-7100/526-0115.**

**1978** – Excellent condition, Suzuki O/B, VHF, cockpit cushions, shorepower, automatic battery charger, head, galley, 4 winches, 2 bilgepumps, bow roller, compass, mast polyurethaned, 2 anchors, boat hook, life jackets, full wood panelling below, other misc. gear. \$15,000. **(415) 592-4161**

**CHASED**, 1969 model, blue hull; \$2,000 paid 11/78 for 4 Eclipse sails, including outstanding green/blue spinnaker. Asking \$10,000 with haul-out and bottom paint. Partners motivated, financing possible. **Dick Anderton 937-3300 or 658-5501.**

**OPPORTUNITY – TWO NEW EXCALIBURS – AND FOR SALE!** 1978 models still new, waiting for someone to enjoy. Ready to go and in the water. Tune to your specifications. **MUST SEE. MAKE OFFER. Seair, Pier 39, San Francisco (415) 781-2997.**





*"Come see the newest  
La Fette 44."*



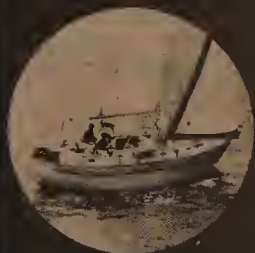
## NANCY CARR YACHTS

2415 Mariner Square Dr., Alameda, CA 94501

(415) 521-7970

(415) 283-6920

### FANTASIA 35



Bruce Bingham's fantastic Fantasia — the best accommodations & sailing characteristics in a 35' world cruising boat. Le Flett mast, AIM rigging, DeWitt sails, Santa Fe's complete cruising package & \$69,000 out the door — very hard to beat!

### SEAHORSE 31 UTILITY CRAFT

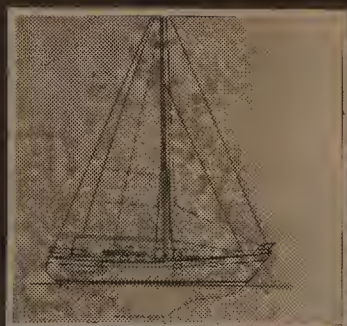
A luxury trawler yacht forward, sleeps 4, & a large cockpit work boat aft. A new design for sports or commercial fishing, charter or a variety of work boat applications — or maybe just for FUN! Available as a deep cockpit



sports model or a flush deck commercial model w/large fish hole, bait tanks & line handling well. 65hp dsl. w/800NM range standard, flybridge & insulated fish hole optional. Base price \$39,900

### POLARIS 43

A Perry design flush deck cutter — Stearns mast, AIM rigging, sails & a very complete cruising packing including VHF radio & sounder are standard. At \$89,900, the Polaris is your best buy in a large cruising sailboat.



#### BROKERAGE, FOR SAIL

22' Schock	\$6,800
23' Tantar 23, clean	8,200
24' "American Express"	21,500
24' Bristol	10,800 *
24' C&C Niagra — aharp	16,900 *
24' Columbia Contender	5,500 *
25' Folk Boat, winner	8,160
25' Hunter	9,750
25' Cel, full race	8,900
25' Irwin	11,900 *
27' Sun yacht, Perry design	28,600
29' Triton, nice	17,500
30' S.2 ctr. cockpit	Offera
30' Yankee, new eng.	30,000 *
31' Bombay, near new	35,900
32' Tahiti ketch (Dreadnought), F.G.	47,500 *
32' Columbia, loaded	36,500 *
34' Fisher, loaded	99,900
34' Sunset, briatol	32,000
35' Ericson	44,500
35' Rasmus, alagent	89,900 *
37' CT, salty & fast	88,888 *
40' Challenger	92,500
41' Overseas ketch	85,900 *
42' 1893 F. Stone slp., clean	19,500 *
43' Columbia, new dsl. eng./gen.	82K
45' Bombay, loaded!	115,000
45' Matthews Cutter	29,500 *
47' Cheoy Lee Offshore, best on the coast	135,000 *
48' Gaff ketch, rebuilt '78, to highest standards, new gear/sails	89,900 *

#### BROKERAGE, COMMITTEE BOATS

23' Veahon Troller	New *
28' Chris Laptrak	2 from 18,500 *
28' Luhra, Spta. Fshn.	15,000 *
34' Patrol (Kneess) "Perch"	9,500 *
35' Silver Queen houseboat	22,500 *
37' Higgins Sport Fisher	7,000
38' C.G. Pickatt boat, '47, 671	Offers

#### REPO SPECIALS!

##### GIVE US AN OFFER!

- 27' Chris Sedan \*
- 29' VilleVae, 1979 \*
- 41' Garden Ketch F.G.
- 41' Chris \*

★ AT OUR DOCKS NOW!  
OWNER ASSISTANCE AVAILABLE  
ON MANY BOATS

## SANTA FE YACHT SALES

320 WEST CUTTING BLVD. • PT. RICHMOND, CA 94807 • (415) 237-3251



# CHANGES IN LATITUDES

delivery skipper who has been around, John made this comment while writing about the Acapulco YC.

"It is here that I am most embarrassed for my fellow countrymen. The club members look so well-dressed, while many "gringos" look like they just crawled out of the jungle wearing a Tarzan outfit. I think we should be more considerate on such an easily remedied point, and if we tone down our dress, perhaps we will receive a little more respect."

We think John has a good point. Like it or not, first impressions are very important in determining the way people react to you, and generally, the first things they see are your boat and your dress. The better they appear, the better your reception will be.

And while we're on the subject of the Acapulco YC, our good friends Max and Vera told us how they were treated there. Very, very well.

They met one gentleman there who, like them, have a Bounty II. In fact, he offered to buy theirs so his sons would have identical boats to race against one another. While that didn't come through, a big adios party did. The gentleman arranged to throw a giant party with mucho people, mucho food, mucho champagne, and many other goodies.

Now, you can't go around expecting people to throw parties for you, but if you are on your best behavior, you'll be surprised at how often people have the time and inclination to help you out.

We've also recently heard from other berth neighbors out seeing the world. Bob and Gail Jensen are still rumbling through the deep South Pacific, and most recently had a bad encounter with rats.

While sailing north from Auckland they encountered a dramatic 180 degree windshift which jibed their Columbia 50's main and put a large tear in it. After making port, the Jensens took off the sail and set to sewing it up. It started to rain so they took their sewing into a small shack to finish the job and leave it for the night. When they came to put it on in the morning, they'd found that rats had eaten numerous holes in the sail. We didn't know they made such stuff, but it was 12 ounce cloth those suckers munched through.

If you pull into San Diego late some Saturday night with a ferocious toothache, you might want to remember the following. Hillside Hospital offers dental service from 6 in the evening to 7 in the morning on weekdays, and 24 hours a day on weekends and holidays. Their number is (714) 297-2251.

The program is sponsored by the hospital and the San Diego County Dental Society. The program has been in service for two years, and they average 60 patients a month. They have complete dental facilities, and are located at 1940 El Cajon Boulevard. Meanwhile, don't forget to floss.

In the course of our work we end up talking with a large

# CHANGES IN LATITUDES

number of people who are preparing to go cruising for the first time. Do you know the line we hear from them so often and hope we never hear again? It's the one that goes, "If you can sail San Francisco, you can sail anywhere in the world."

The problem with this vague adage is that it's most frequently used by folks who've done little or no ocean sailing, and really *want to believe* that they will never encounter anything rougher than a typical summer sail from San Francisco to Tiburon. Boy, are they in for a rude awakening, one that too often results in the premature termination of a long-planned cruise.

There is a certain validity to the "If you can sail San Francisco . . ." line, but only if it's properly qualified. The only time we've heard that done was earlier this year when Dave Allen addressed an Oceanic Society audience on the subject of the Fastnet Race. Dave said that he and his crew on *Imp* fared well because they benefited from their experience of 'sailing San Francisco', and were consequently able to cope with the conditions better than some others.

Dave emphasized that 'sailing San Francisco' did not mean just sailing from one side of the bay to the other. No, to him it meant "being able to sail the coast from Point Arena to Point Conception, a coast with sometimes rough seas and high winds, a coast with strong tides, strong currents and thick fog, a coast with few harbors of refuge. If you can cook, navigate, and sleep in such conditions," he continued, "then you can sail almost anywhere in the world."

So friends, if you are planning a Baja trip this November, now is the time to do some bashing around up to Drake's Bay, some sailing down to Santa Cruz and Monterey, or maybe just spend a couple of weekends getting jostled around between the Gate and the Lightbucket. Sure you may be uncomfortable and puke your guts out, but at least you'll be in familiar waters, just a downwind sail away from the friendly bay and your backyard hottub. This is the easiest place to get accustomed to the occasional unpleasant conditions you must realistically prepare for.

When we were down in Mexico last year we'd talk to and hear tales of people who by chance had simply never encountered any winds or seas of any consequence. Finally after a winter and summer of light winds and calms seas one particular family got into 25 knots of wind and some moderately choppy Gulf seas. These poor folks were simply not accustomed to the stuff, and thought they were in a hurricane and 30 foot seas. Only with the assistance of others were they able to make it to a calm anchorage, but even then they were so terrified that they had lost all confidence in themselves and their boat. They wanted to sell out right there.

Folks, don't let this happen to you. Preparing your boat is important, but preparing yourself is even more so. Go out in that rotten chop and slop on selected occasions, and get used to it. When you head south into unfamiliar waters you'll have the confidence in the 35 and 40 mile an hour winds you are likely to encounter.



## sooper dooper idea

Dear Heloise:

I had racked my brains trying to think of a place to carry home the souvenirs from our recent West Indies cruise. The S.S. TidyBowl was full up to the scuppers with our supply of gear, Franco American spaghetti, Ovaltine, and Twinkies for three months. My poor mind had just about gone blank when my smart hubby came up with this "sooper dooper" idea:

He neatly cut off the top blue part of our ailing Lectra San, pitched all those funny looking innards, and ran a piece of flex hose right through it. Then he filled the space he had cleared with the coke, junjar, and other goodies we had gotten from our nice friends we had met in Baranquillo and Kingston. In a jiffy he had it back together as good as new. He's so clever at doing things with his hands!

The customs people combed through everything on board, except, of course, they didn't want to snoop into our "you know what". The "Coasties" are always so pleased when they see you have a Lectra San that they never inspect any further as long as you have a zillion hoses and wires hooked into it.

Without that blankity-blank unit throwing up all the time, the boat smelled much better in that steaming Caribbean weather. With the battery power we saved, we could listen to all that cute music the natives put on local radio stations. That music goes so well with warm Mount Gay and Koolaid.

Since the idea worked so well, Clem bought some polyethelene car battery casings and has ordered some spare blue plastic top pieces from Lecta San so that we can give these handy stash cases to all our friends at the Marina this Christmas:

Postmarked Stanford, CA

## webb chiles is still alive

Ever since Webb Chiles departed San Diego on his latest sailing extravaganza, sailors have been waiting for it to end in diaster. While the voyage hasn't completely terminated, it most certainly has been interrupted by misfortune.

Chiles, you may remember, is the gentleman who sailing his Ericson 37 to a singlehanded circumnavigation in 1975-76. The Guinness Book of Worlds Records credits that his 202-day passage as the world record for solo circumnavigation in a mono-hull.

Webb Chiles however, is not one to rest on his laurels, and left San Diego a year ago December to do another solo circumnavigation, this on in *Chidiok Tichborne*, an 18-ft. open boat. That's pretty radical stuff, and you couldn't help wondering if it was subconscious suicide. Few people would have been surprised if he was never heard from again.

For 6,000 ocean miles to Suva, everything went as well as could be expected in a small open boat, but on May 10th, *Chidiok* hit an object in the water, pitch-poled, and filled with water. Losing everything, Chiles scrambled into his inflatable dinghy, and tied onto the open boat, which remained awash. For the next two weeks he feasted on a few crackers, a part of a packet of freeze-dried food, and

continued on top of next page



## no iffy chum can

Breezing through town recently on their way to the America's Cup in Newport, Rhode Island, was the Australia Challenge team. The charming bunch of fellows wore their navy flannel jackets emblazoned with the KA5 trademark, and are ever so anxious to "take the America's Cup and put it out of it's misery."

The crew, we are told, was selected as much on the basis of personality compatibility as on talent. "There has to be that chemistry," says Warren Jones, executive director of the challenge. "There's no room for a larriken (maverick) in the bunch. No iffy chum can withstand the environment and the pressure of Newport. It's a bit tricky retaining a highly competitive edge for that long a time in that magnificent environment designed to distract."

In Newport, social events are a must. You're rude if you don't accept some invitations. You are wise to make an appearance, but woe to the fellow who gets sucked in. The gracious host may unwittingly do you harm.

One man who will easily resist such efforts is helmsman Jim Hardy who is on his way to Newport for his third try. Hardy's family vineyards have bottled a special Reisling in honor of the Australian Challenge. The ruddy-faced skipper sizes up the foreign challenge competition. "The French yacht is a bit of a dasher, but Mr. Bich . . . As for the





## stand the environment

Swedes, Pelle Petterson definitely has the best crew. The British yacht is a mystery, I think they may have a bit of trouble."

If the Aussies succeed at grabbing the chance to challenge, whom would they like to face? "Dennis, I guess," responds Hardy. "With Conner, I know what I'm up against. He's an earnest laborer. Turner, on the other hand, he has that little bit of magic that you can't measure, can you? He was our trial horse in 1970. But I get a sense that Ted's not as committed this time. He regained his honor from the 1974 fiasco (which wasn't his fault, *Mariner* was slow) when he cleaned up 'the Pope' (Lowell North) in '77. I have a feeling he's just being more of a good sport entering this year. But you never know with Turner, he could pull a rabbit out of a hat."

Is the pressure to win the America's Cup as great as they say, we asked the skipper. Hardy replies, "Well, let's put it this way, the Admiral's Cup is a carnival compared to the America's Cup. It's absolutely unique, there is no second or third place. When those fine gentlemen from the New York Yacht Club with their straw hats and black coats approach you quietly and say 'Thank you gentlemen, your services are no longer needed', well, it's off to kindergarten, isn't it?"

— marilyn yolles

## webb chiles is still alive

a few sips of water.

Eventually he was washed up on a reef in the new Hebrides, dragged the inflatable across the reef and paddled to the beach, and eventually got to a hospital. Personal injuries were limited to an injured foot and loss of weight. *Chidiack* eventually washed up on the beach also.

As you might assume, Webb is not about to give up. He'll gather supplies and repair equipment in New Zealand, fix the boat, then it's off to Port Moresby, New Guinea, where he was heading May 10th before being so rudely interrupted.

All of this fine information is courtesy of the good folks at the *San Diego Log*.

## an actual shortage

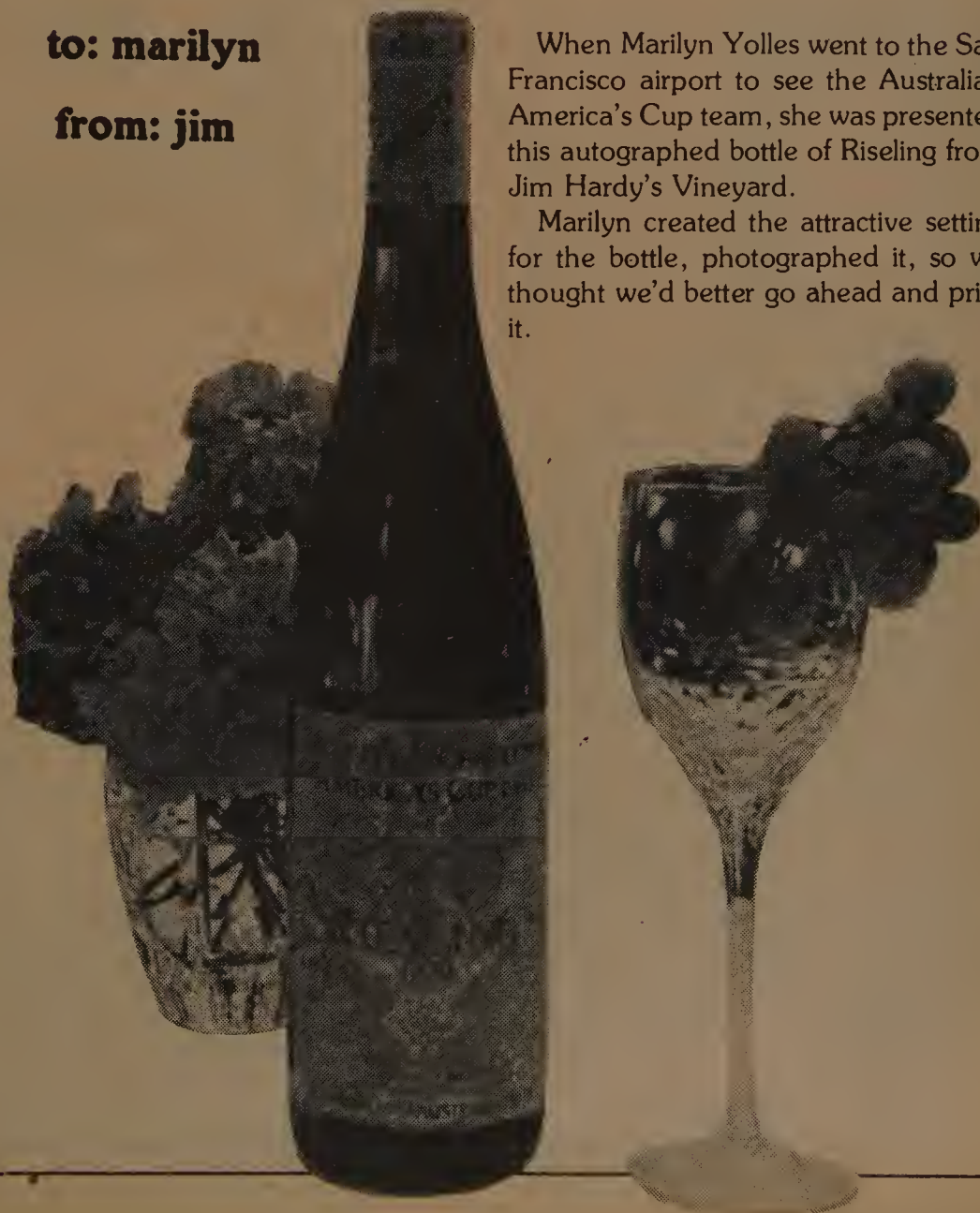
Due to a last minute acute shortage of editorial space, much of this month's 'Sightings' material remains on our typewriter ribbons. We apologize for that; it will be back in full force next month.

to: marilyn

from: jim

When Marilyn Yolles went to the San Francisco airport to see the Australian America's Cup team, she was presented this autographed bottle of *Riseling* from Jim Hardy's Vineyard.

Marilyn created the attractive setting for the bottle, photographed it, so we thought we'd better go ahead and print it.





We're banging out this story late at night, 11 days into the Singlehanded TransPac. Without question it's the finest evening of the year in the bay area, and the highlight of it all is a glorious, almost full moon that is drenching the sky with soft light.

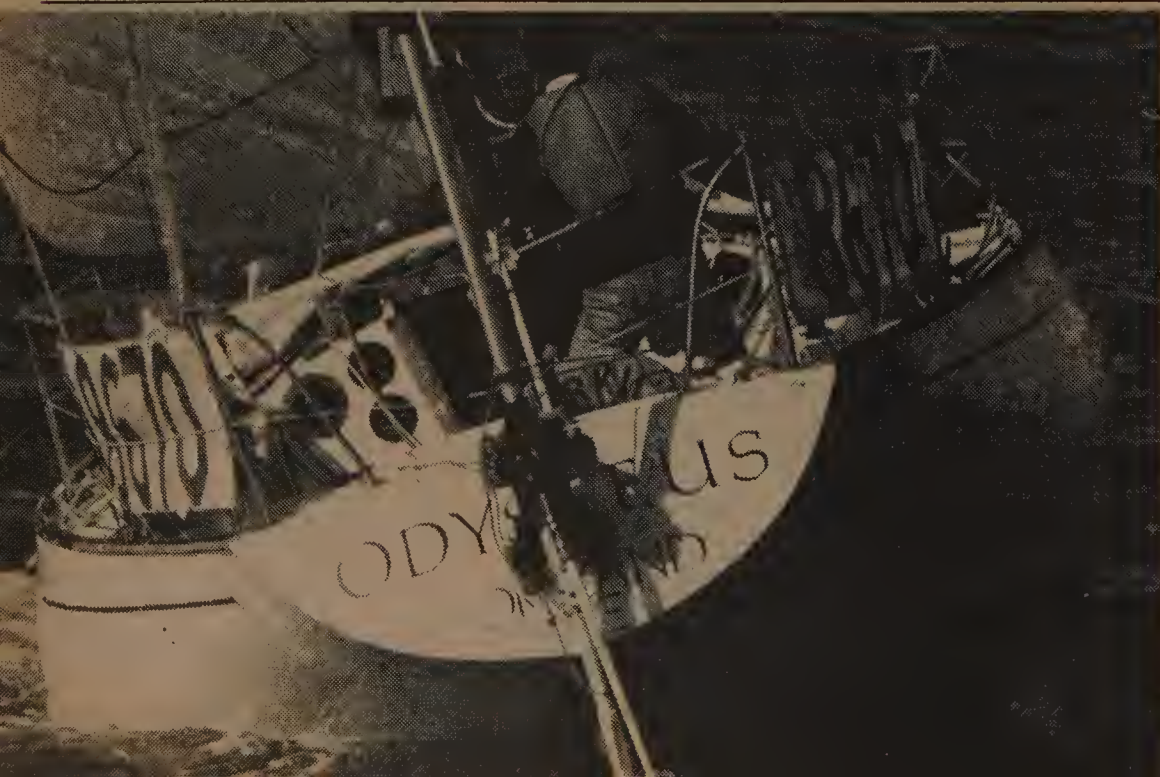
As you stare up at the benevolent monster of a moon, you can't help but wonder how many of the 35 or so singlehanders are also gazing up at it. And you wonder what they are thinking. Some, we're sure, are having the time of their lives; but others, others are certain to be getting lonely now. The first few days of any singlehanded race rush by in a flurry of things to do, of making order out of chaos. But now they've been out there a week and-a-half, the wind is light, and they've got to be coming to the realization they are going to be out there for a lot more time. Are they enjoying themselves, or do they have too much time and not enough to do?

The one thing they're all hoping — and it's by no means certain — is that they'll arrive in Kauai in time for the Awards Celebration on the 5th of July. The fleet was blessed with great winds, 25 to 35 knots, the first two days, but ever since it has been diminishing. It's gotten to the point where boats are



From the very beginning it's Don Keenan and Rod Park battling it out for first, with the rest of the fleet in the background.

Sam Vahey looked like the happiest man in the world the day of the race and was "high as a kite".



reporting 3 to 5 knots of wind and 3 to 5 inch seas. That's lonely weather.

The wiser skippers drove way south to stay away from the Pacific High, and were rewarded with slightly stronger winds that were more consistent and which now appear to be picking up. But woe be to those who thought they'd stay north and take the shorter rhumb line, skirting the high. The wind was lighter there, died first, and appears a long time coming.

But no matter which way they went, it's going to be a long, long sail for most of them. *Merlin*, in the crewed TransPac, arrived in Nawiliwili last night after 10½ days, and had benefitted greatly from being able to drop south quickly and ride winds others never even saw. The second boat, a Santa



# TRANSPAC

Cruz 50 *Secret Love*, is still some 700 miles out. If a 50-ft ultralight still is that far out, you figure where the majority of the singlehanders are in their 25 to 35 foot boats. They ought to be in by November — unless of course they went north, in which case they'll not arrive by Spring.

The race started under ideal conditions. The racers themselves were a little grim, but in general much cheerier than the inaugural event two years ago. Indeed there were a number who felt fabulous, as if they were among a chosen few about to partake of a rare pleasure. Bravo!

Winds were light but steady, and a strong ebb ushered the fleet out the Gate without delay. The sun was bright and the sky clear — of course half an hour later the fog was so thick you couldn't see your nose, but by then they were already gone.

The first division to start was the multihulls, with a single representative, Mike Kane in his 55-ft Cross trimaran, *Crusader*. After two years of threats of herculean boats to be entered, only this OSTAR vet hit the line with something extraordinary. The odds on favorite to be first to Kauai, he sure didn't look it in the early going. He was dead still at the starting line with his genoa on deck, later gybed back toward Angel Island rather than tacking his way out the Gate, and then sailed directly into the notorious wind hole and back eddy at Baker Beach. Half the fleet left this monster in the dust. Maybe it is insignificant in the perspective of the whole race, but of all those with a chance to win, his approach seemed the most cavalier — but then perhaps he was just supremely confident. And it would be justified, for we just learned that he arrived at Hanalei Bay, the first singlehander to finish. His time was 10 days and 19 hours, some 15 later after the crewed *Merlin*.

The second group to start was the ultralights and immediately a big battle shaped up between a couple of strong contenders; Don Keenan on an Olson 30, and Rod Park on his Lee 40,

PHOTO BY LATITUDE 38

Ian Kiernan. Why is this man laughing?



PHOTO BY LATITUDE 38

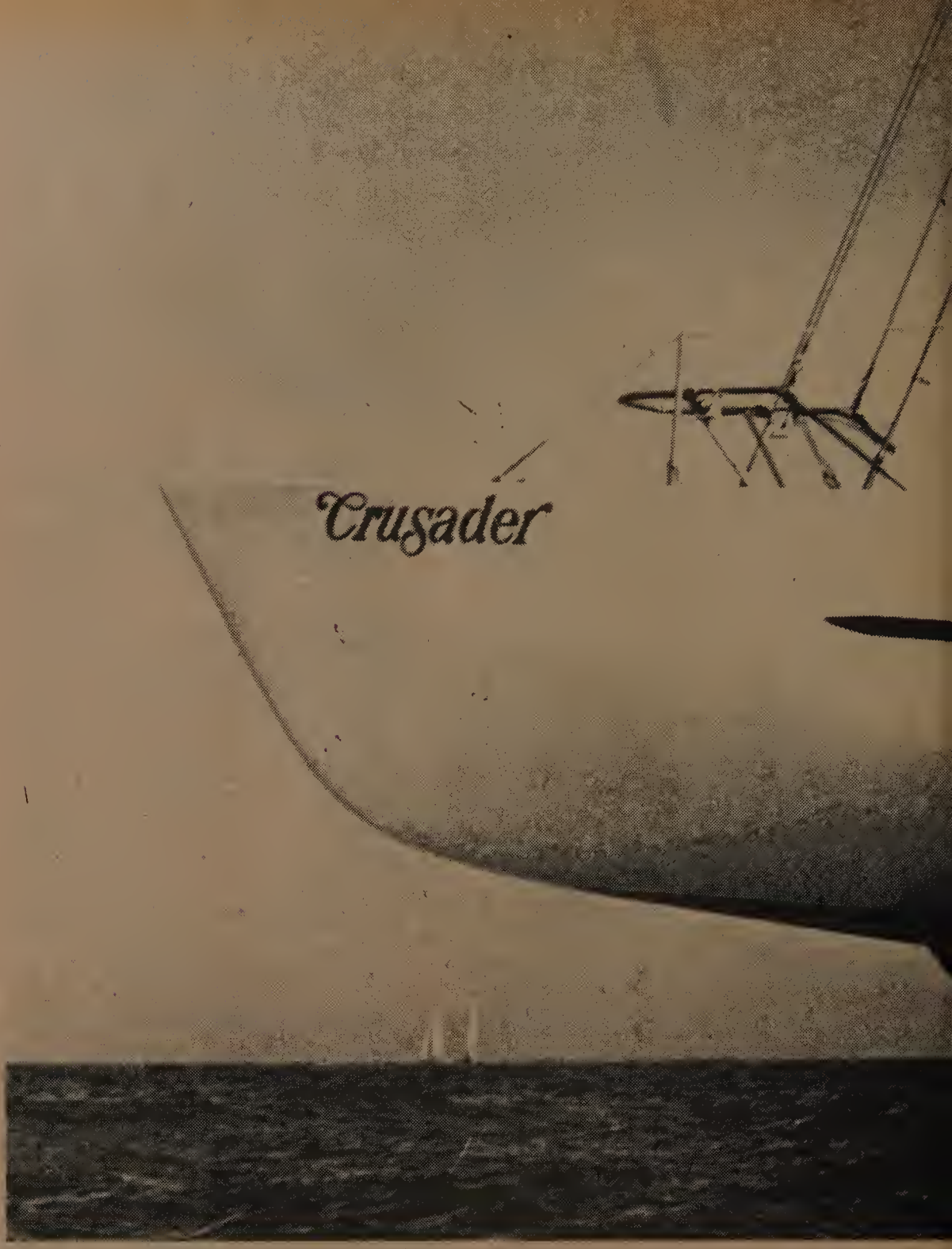


*Panache*. Keenan started fast, Park slow, but at the Gate and then later on the horizon they were neck and neck. They were followed by three Moore 24s and the Zenzic 20, all of which left *Crusader* like she was standing still — which she was. The most recent progress report from this group indicates that Rod Park, who had planned to head way south, was hanging very, very close with the better crewed TransPac boats. But without knowing where the Olson and Moores are — both who may have the advantage in light air — it's hard to speculate how any one individual is doing.

Both the big and little PHRF divisions rumbled out the Gate in two bunched packs, with nothing really to distinguish them. Where they all are now is a mystery to us, but what they are doing is not. The Friday before the race started, Commodore Mike Herz read his horoscope: "You should plan some time alone this month, reassessing goals." Given the light winds, this entire group has probably reassessed their entire lives, and have mapped out their remaining days, minute by minute.

Some boats have retired. Kathy Senelly on *Erasmus* understandably had to drop out with a broken hand suffered on her way up the coast. Judson Zenzic broke the rudder early on *Catch 22* and has taken his boat back to Mt.

Dick Mitchell on *Blythe Spirit*, a Pearson 36.



Shasta to effect repairs before entering the MORA Long Distance Race on July 4th. John Waite on the Ericson 35 *Stormalong* suffered the most damage. A day out he lost his mast and put out the mysterious distress call we all read about in the newspapers. The Coast Guard couldn't find him, but he made Santa Cruz on his own. Neither he nor his boat were lost, contrary to just one of the multitude of false rumors germinating these TransPac days.

As of the 26th of June it is our understanding that all other boats are racing and skippers are fine. We'll have a big report from Kauai next month. Meanwhile, starting on the next few pages, we'd like to introduce you to some of the participants and what they were thinking and feeling two days before the start.





PHOTO BY DOUG KEACHE

Insurance man Michael Kane had a slow start, but rocketed to Hanalei Bay in 10 days, 19 hours.

## SINGLEHANDED STARTERS

### Multi-Hulls

**Michael Kane**  
Newport Beach

### ULDB

**Don Keenan**  
Santa Cruz  
**Bob Boyes**  
Channel Islands  
**Charles G. Hawley**  
Santa Cruz  
**Rod Park**  
Richmond  
**John Robertson**  
Lake Tahoe, NV  
**Judson B. Zenzic**  
Mt. Shasta

### PHRF I

**John Carson**  
Seattle, WA  
**Greg Booth**  
Lake Tahoe, NV

**Crusader**  
Cross 55

**Hanalei Flyer**  
Olson 30  
**Saltshaker**  
Moore 24  
**Slim**  
Moore 24  
**Panache**  
Bil Lee 40  
**Legs**  
Moore 24

**Custom 20**

**Argonaut**  
Cal 40  
**Wave Length**  
Cal 40

**Sam Vahey**  
Sausalito  
**Samuel E. Crabtree**  
Antioch  
**Jerry Cotter**  
Richmond  
**Dan Byrne**  
Wilmington, DE  
**Hal Holbrook**  
Marina del Rey  
**J.R. (Dick) Mitchell**  
Ballena Bay  
**Linda Weber-Rettie**  
Alameda  
**Mike Harting**  
Honolulu, HI  
**John Waite**  
Richmond  
**Michael J. Herz**  
San Francisco

### PHRF I Continued

**Odysseus**  
Ranger 37  
**Catch the Wind**  
Cal 39  
**Errant Prince**  
Valiant 40  
**Fantasy**  
Valiant 40  
**Yankee Tar**  
Gulf 40  
**Blythe Spirit**  
Pearson 37  
**Rough & Rettie**  
Yamaha 33  
**Challenge**  
Cling & Anderson 37  
**Stormalong II**  
Ericson 35  
**Kunu**  
Ericson 35

# TRANSPAC

### PHRF I Continued

**David Briggs**  
Alameda  
**E. W. (Ted) Holland**  
Redwood City  
**Ian Kiernan**  
Sydney, Australia  
**Hans Vielhauer**  
Sausalito  
**Douglas Fryer**  
Port Madison, WA

**Gandalf**  
Irwin 34  
**Solaris**  
Columbia 36  
**Maris**  
Tasman 38  
**Mach Schnell**  
Scampi 30  
**Night Runner**  
Custom 42

### PHRF II

**John (Buz) Sanders**  
Alameda  
**Donald R. Eldridge**  
San Francisco  
**Philip C. Good**  
Newport, OR  
**R.E. Haynes**  
Alameda  
**Harold Upham**  
San Leandro  
**Kevin McDonald**  
Santa Cruz  
**Frank Dinsmore**  
Sausalito  
**Leland Flint**  
Sausalito  
**Amy Boyer**  
Field, B.C.  
**Thurman Smithey**  
San Diego  
**John E. Hill**  
Emeryville  
**Michael Olson**  
San Francisco  
**Kathy Senelly**  
San Diego  
**Frank J. Shireley**  
Ventura  
**Bob Counts**  
Sausalito

**Red Boat**  
Cal 30  
**Skol**  
Valiant 33  
**Catspaw**  
Cat 30  
**Whither Thou**  
Nor'West 34  
**Joshua H.**  
Columbia 8.7  
**Veloce**  
San Juan 26  
**Carina**  
Islander 28  
**Luana IKI**  
Farallone 30  
**Little Rascal**  
Wilderness 21  
**Venture**  
Rawson 31  
**Ariel**  
Columbia 29  
**Erasmus**  
Cal 25  
**Willard 36**  
**Sanderling**  
Golden Gate 25

Amy Boyer turned 21 at sea and is now a 'young adult rascal'.



PHOTO BY LATITUDE 38



# THE NEW WILDERNESS 40

The 40-footer  
the world's been  
waiting for!

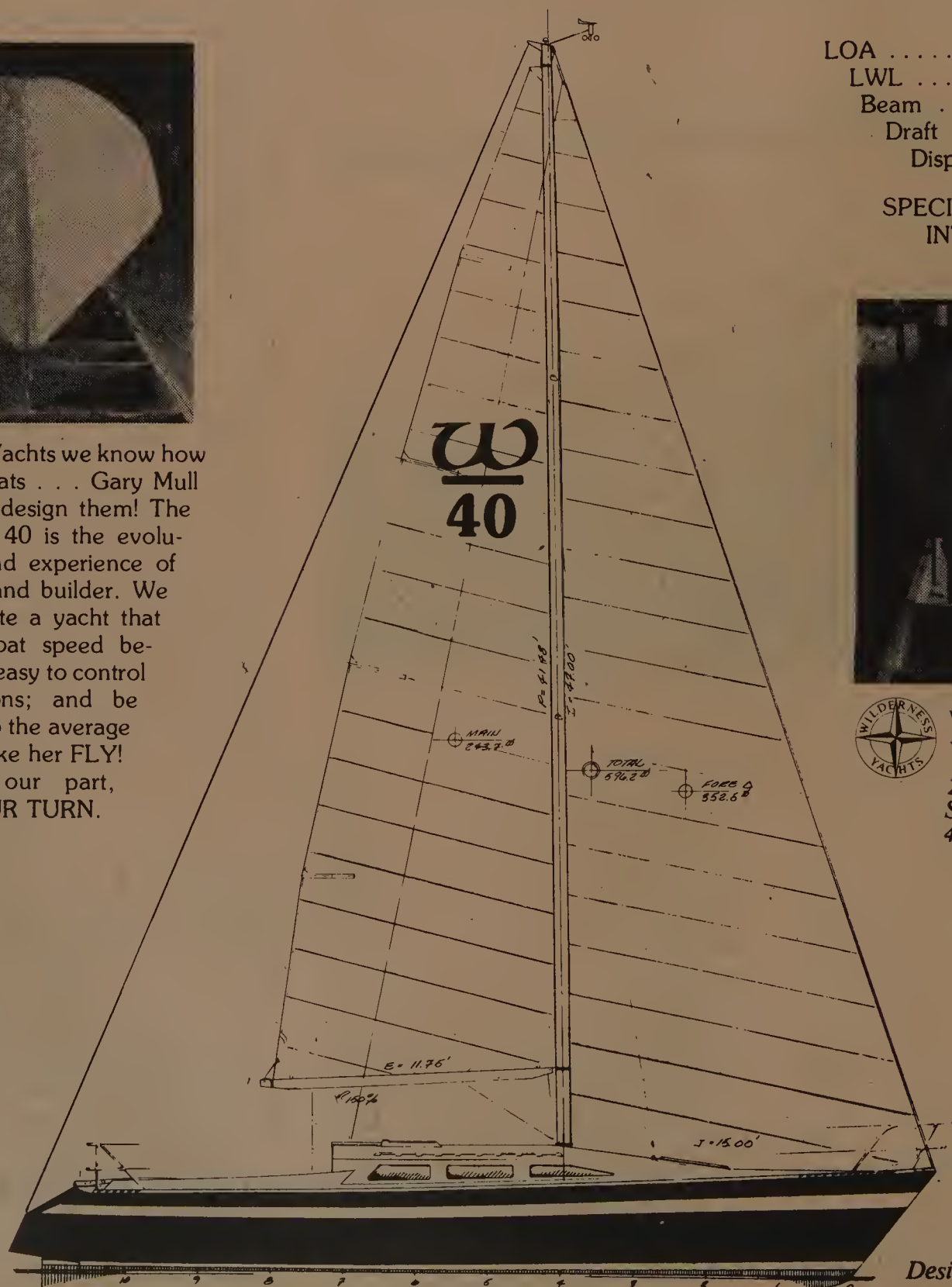
LOA ..... 39'6"  
LWL ..... 31'6"  
Beam ..... 12'  
Draft ..... 6'6"  
Disp ..... 9,000 lbs.

SPECIAL FACTORY -DIRECT  
INTRODUCTORY OFFER.  
For details call today.



**WILDERNESS  
YACHTS**

2573 Mission Street  
Santa Cruz, CA 95060  
408 425-0511



Design by GARY MULL

At Wilderness Yachts we know how to build fast boats . . . Gary Mull knows how to design them! The WILDERNESS 40 is the evolution of time and experience of both designer and builder. We wanted to create a yacht that would have boat speed beyond belief; be easy to control in all conditions; and be basic enough so the average sailor could make her FLY! We've done our part, NOW ITS YOUR TURN.



# SINGULAR PERSONALITIES

## A Few Words With A Few Singlehanded Sailors

### HANS VIELHAUER, SCAMPI 30, MACH SCHNELL

"I'm pretty disgusted right now, pretty upset. I don't know what to do . . . I'm not going to finish the race or something . . ."

What upset Hans is that he had gone to all

Hans Vielhauer



the trouble and not inconsiderable expense to have his boat measured for an IOR certificate. Then, two days before the start of the race, the IOR division was scratched, and he was assigned a PHRF rating, a rating he doesn't like, and in all fairness is higher than anywhere else in the country.

Other than the rating flap, Hans appears cool as a cucumber about the upcoming race. He's taking the same boat as last time, and the changes have been few. In the first race his Orinda Controls autopilot pooped out, but now it's been repaired and appears to work quite well, and it will be backed up by an Autohelm windvane.

Hans not only has done a number of the Singlehanded Sailing Society events, but also was a founder of ASH (Association of Singlehanders). He has done all of their ocean races, including the gale whipped Corlett of which he was the only one to finish.

"Are there things you learned from the last race that will help you this time?"

"In a long downwind race like this, you can only learn so much, because there is only so much to know about making a boat go fast off

the wind. ASH ocean races offer such drastically different conditions that you learn a lot more. If something doesn't work too well, you go home after the race and change it, and try it different for the next race."

"Have you trained at all?"

"Just by doing a lot of ocean racing."

"Who looks tough?"

"I think Dick Mitchell is going to win it in PHRF. He's a hell of a good sailor, and he's got a good boat. In the ultralights I'd have to go with Rod Park and *Panache*, he has the experience."

### HAROLD UPHAM, COLUMBIA 8.7, "JOSHUA H."

"Please put me down as having the right boat."

Harold Upham



For some reason, Harold is always being listed as having a Golden Gate 30 or a Columbia 29, when in fact it's an Alan Payne designed Columbia 8.7 — the same boat he singlehanded to Kauai — and back — in the last TransPac.

Harold is a bit of a surprise entry to us. At the end of the last race, the majority of people were ecstatic with what they had accomplished and swore that there is no way they would miss the next one. Harold was different, he said that one time would be plenty for him.

Why's he going again?

"I guess it's like a woman and childbirth, you forget all the bad parts and remember the good parts." Harold must have amnesia because he also has entered the doublehanded race back. He didn't want to golf this summer.

"Anything different this time?"

"I've added a teak cabin sole." Ho, ho, ho. Actually, I've added a double headstay for going wing on wing, got a chute, and borrowed a

90% jib."

"Have you been practicing with the chute?" (Mind you, Harold has had two heart bypass operations).

"A little bit, but I only plan to use it in under 10 to 15 knots true wind. In ten knots apparent, it's coming down."

"Harold, you haven't gotten much new equipment, this is hardly going to cost you at all."

"Only \$3,000 compared to \$12,000 the last time."

"Who's going to win?"

"It's up for grabs, but there's a lot of small boats I've got to give lots of time to. Look here at the list, here's the guy who's going to win it, a Rawson 30 that rates 264. He'll win if he can make the damn thing move. Last time Kent Rupp got 4th overall in a Triton that rated 258, so that Rawson is your winning boat. Hell, I'd have to get there two days ahead to make up my time against him."

### JOHN CARSON, CAL 40, "ARGONAUT"

"A guy offered me a great sum for my Crealock 37, so I needed a boat. I went and bought this Cal 40 real cheap, it only cost me \$35,000, ho, ho, ho."

"Was it in good shape?"

"No, it wasn't. In fact, it looked like Hiroshima inside, ho, ho, ho. I've rebuilt the whole boat, the rudder, redid the wiring, fixed the windvane, and rebuilt the main — all in the last 4 or 5 days."

"How are the sails?"

"They're no good, but I got a lot of them. I've got five chutes and they'll probably all blow out. I'll do my best, just keep putting them up until there aren't any more."

"John, you're trimmer than last time."

"Yes, we're weight conscious for the race this year, ho, ho, ho, I'm probably the only guy with rugs and cockpit cushions. But yeah, I lost about 30 pounds and will have lost another 20 to 30 by the time I get there."

"How will it be different this time?"

"I've got an Aries windvane that works. Last year I had to steer 18 or 20 hours and then just stop — I'd lose a quarter of the time. If the Aries can keep the boat steering when I stop, I should pick up 25% over last time. Greg Booth,

Catch 22





# SINGULAR

with the other Cal, and I were just saying that we should really do well. If we had old clunkers we'd probably just set two headails and have a good time. But since we've got boats that are capable of doing well, we might as well give it the old college try."

## DOUGLAS FRYER, CUSTOM 42' PERRY DESIGN, "NIGHT RUNNER"

"At 54 I'm the scratch boat in the fleet."

"54!!!! Think you can sail to that?"

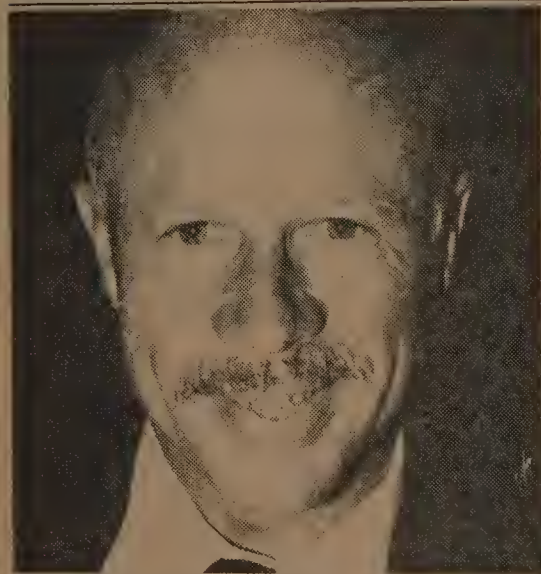
"I don't know, the rating is incredible; I have to give the Cal 40's 2000 minutes. I have to give *Panache* all kinds of time."

"How much do you displace?"

"24,000 pounds."

"Oh, my."

Douglas Fryer



"Ho, ho, ho, ho, see what I mean?"

Douglas Fryer used to have an Atkin cutter, and he liked the way it looked, but he wanted more performance. So he and Bob Perry worked together and came up with a traditional boat from the waterline up, and a very modern underbody. It's only been in the water about 2 months, so the verdict isn't in yet. But we noticed as the boat went out the Gate at the start of the race, it was hobby horsing like crazy.

"Have you singlehanded before, Douglas?"

"Just around the buoys."

"Are you hot for the race?"

"It's going to be tough, I've got some big sails. My spinnaker is 58x40, so I may have to play it a little close to the vest with the chute, or else I may get into trouble."

"Think you can be first in your division boat for boat?"

"Well, I should. I think the boat should do well."

## GREG BOOTH, CAL 40, "WAVE LENGTH"

"What do you think of all this?" we asked Greg's wife, Patti Meadows.

"I think it's great."

Greg says, "She'll do the next trip back to the



John Carson, Amy Boyer, Don Keenan, and Ian Kiernan.

mainland."

Greg Booth has done one TransPac before, the 1971 crewed TransPac on *Ondine*. He bought the Cal 40, formerly Barney Flam's *Flambouyant*, two months ago, and the boat certainly knows the way to the islands.

"Are you up for this?"

"Really up for it. Patti and I are moving over to the islands. I'm going for it too, I've got an

drum."

Dick Mitchell is a former fighter pilot, and is thought of as being highly competitive by his ASH peers.

"We don't really want to lay any burdens on you Dick, but a lot of entries, particularly the ASH guys who know you best, figure you're the one to beat. What do . . ."

"Oh no! No, no, no . . . my goodness, not



Greg Booth and Patti Meadows

Aries vane and a lot of sails. I haven't tried the vane with the chute yet, but I'm hoping it will work. Say, by the way . . ."

"What?"

"We like your cartoons."

## DICK MITCHELL, PEARSON 36, "BLYTHE SPIRIT"

"I'm ready, but I've got a lot of butterflies."

"After all the ASH racing you've done?"

"Oh yeah, yeah, I'm wound up tight as a

me . . . nobody told you that!"

"They did."

"Oh, my goodness!"

"Well, who do you look to do well?"

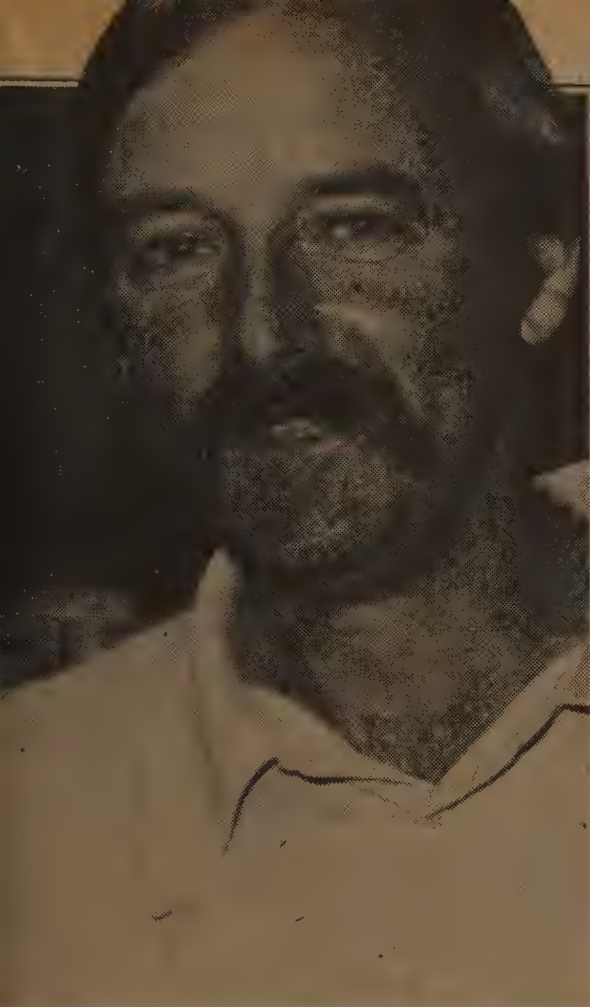
"I'm always worried about the Cal 40's.

They're fast to Hawaii. Sam Vahey's got a Ranger 37 and he's real tough, and I'm worried about the women, too, ho, ho, ho, I'm worried about everyone."

"Anything you got just for the race?"

"A Monitor vane and Orinda Controls





autopilot, local equipment. Geez, I'm nervous now. I want to get out the Gate, I hope I'll feel better out there, I'm wound up tight as a drum."

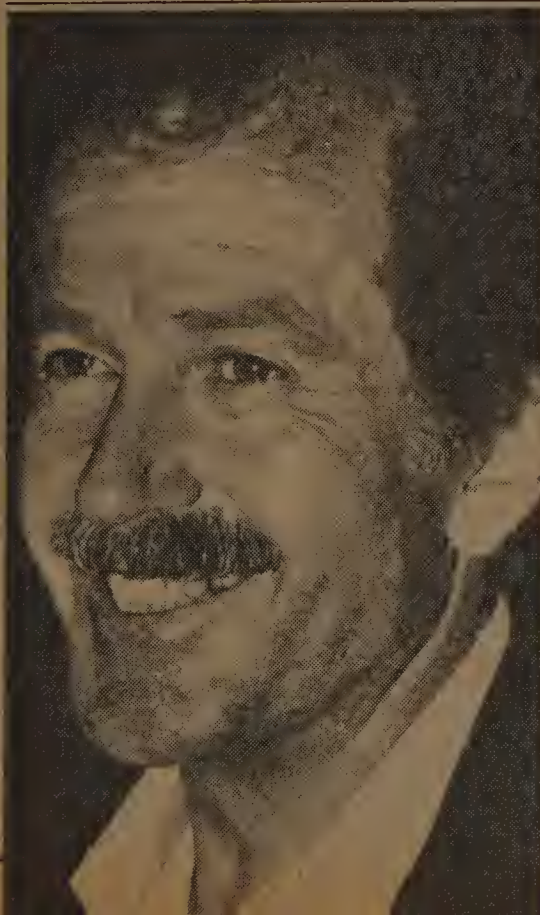
"Have you trained at all for the race?"

"I did a couple of push-ups last week, and I did think about doing a few more . . . ho, ho, ho, but I just wish the race would start right now, the anxiety is really building up. Would you look at how calm some of these guys are: Vahey is about to fall asleep; Hans, well, nothing bothers him . . . but boy, do I have butterflies."

"How is the boat coming back?"

"I'll bring her back myself. I'm just going to

Dick Mitchell



turn right around and do it myself."

"Hope you don't get butterflies."

#### ROD PARK, LEE CUSTOM 40, "PANACHE"

"*Panache* has never been better set up than now, because I've had to do it all myself. Ho, ho, ho. But seriously, I've thought back to problems we've had in previous TransPacs on *Panache*, and many of them have been related to lack of knowledge of the boat and crew error — both before we left and during the race. People would go aloft and they wouldn't know what to look for, whether the bearings were still in the halyard blocks, whether the wear on the bales was getting to be too much . . . all that kind of thing. This time . . . well, it's interesting to do it all yourself, and I think that will have to make a positive difference."

Rod Park



"You know the boat well already."

"I've had it since 1973, and we've done 4 TransPacs and raced a lot locally and have been to Mexico a couple of times. It's got more sail area now than ever, and the boat will be almost 2,000 pounds lighter than when we did the TransPac last year."

"If it's ultralight, how could you take anymore weight out?"

"Leave off five people."

"Oh, yeah, ho, ho, ho."

"And there's water, and food, and man overboard gear, and the extra anchor, all the life-jackets . . . all that stuff stays behind."

"Got a vane?"

"I've got a Monitor vane because Art Biehl

## PERSONALITIES

did some design work on it and he took one to the Marianas on the two trips he did on his boat *Witchcraft*, a boat a lot like mine. It didn't break and I figure it ought to be a good enough trial. It seems to work quite well, in my qualifying sail I was carrying a reefed main only and the boat was surfing at up to 18 knots, and the vane steered the whole way. In fact, it steered so well I was a little concerned. It would drive down the waves sometimes and I thought, 'my god, is it going to go the wrong way or something', but it never did. Finally I said to myself, 'it's wet up here, I'm going down below'. Four hours later I came back up and it was still going like hell."

Hans Viehauer steps in and asks Rod, "What do you think the conditions will be like this time?"

"I think a lot of boats will try and go straight across like they were able to do last time, and I think a lot of them will get stuck in the high. I'm going to drop south right away — and that's good because I need to crack off right away to go fast — so I'm definitely going south."

"Who is tough in your ultralight division?"

"If it gets light I will have a problem with the Olson 30, but the boat I'm interested in is this *Night Runner*, or something . . . *Night Flyer*, that's it. I just can't believe how high his rating is."

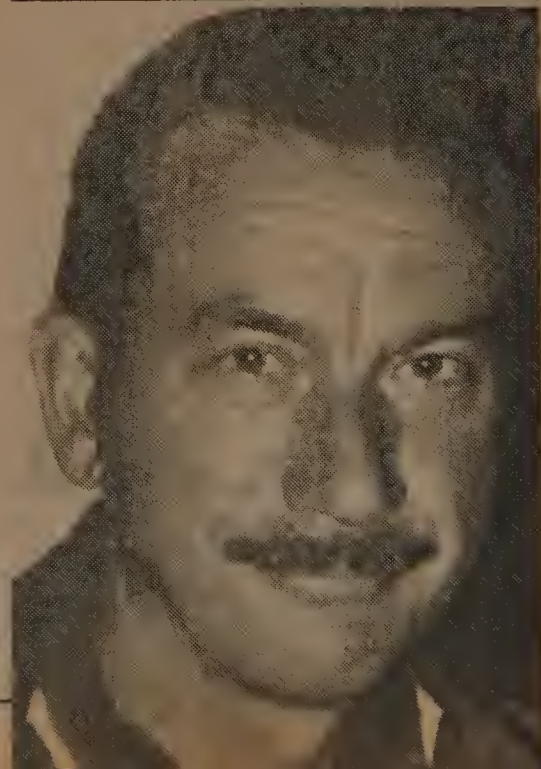
"Neither can he, ho, ha, ho."

"It looks awful high, but it might be good in moderate conditions. It looks very much like *Jinker*, and *Jinker* was dynamite in that light stuff."

#### CHUCK HAWLEY, MOORE 24, "SLIM"

"I've got the butterflies, but I just haven't been prepared for the sense of camaraderie among the competitors. The world 'competitors' doesn't describe it, it's more like friends, but that doesn't fully describe it either. It's great."

Bob Counts





"How are things shaping up?"

"I think the ULDB division is where it's really at, there are six boats with good skippers that can do well. I'd be hard pressed to pick a favorite except if for some reason the Olson 30 is just incredibly more manageable; or *Panache* can always do 12 while we do 8 or something like that."

"Have you raced the Olson 30?"

"I've raced with and against Don. I've never raced *Panache*, but I certainly know the other Moore sailors well, and all of them are good. They are all blue-water sailors, not pushovers, and they are not in it to cruise. They are in it to win, and that's fine, because I'm in it to win, too. I'm really excited."

"How are you able to pull this off?"

"Well, I wanted to do the race two years ago, but I didn't get the chance because I had to work. Now I've worked for West Marine Products for 2½ years, I manage the Oakland store, and I told them 18 months ago that I was going, but they didn't take me very seriously. I told them again about a year ago, and then six months ago, but we've managed to set it up so everything will be allright. I purchased the boat especially for the race."

"Say, I want to tell you that I worked with the Coast Guard on Grover's case, and your presentation seemed accurate, and your analysis fair. Lester (another Moore 24 sailor entered on *Legs*), was even closer to him than I, and we both feel it's better he died doing something he liked. That's how we're going to look at it."

## BOB COUNTS, GOLDEN GATE, "SANDERLING"

"I think it's a race for older designs, myself, I think some entries have the wrong approach, since the handicaps are based on how the boat should do with a full crew. It seems to me that the people who will do the best are those who can sail the boat singlehanded as near to its full crewed capability as possible."

"Is the Golden Gate that kind of boat?"

"Sure, it's got a full keel."

"Which boats do you think do better, relatively speaking, with a crew?"

"Fin keeled boats, boats with high aspect ratio masts, boats that require lots of jibs and so forth. My boat has a big main, a small jib and a Tillermaster autopilot — the reason for the autopilot being I won't have anything dragging in the water."

"You're really going for it, aren't you?"

"Yes, I'm trying to."

"I've got two identical small jibs and a couple of spinnakers; one small and one big. I figure I can fly the big chute during the day up to about 30 knots of wind. Even then the boat will track along well on her own, while the fin keel spade rudder boats won't behave well without a lot of attention and fiddling by the crew. I plan to fly the small spinnaker all night, if I can."

Bob Counts owns Cass' Sailing School and

Rentals in Sausalito, and we asked why he is making the race.

"No good reason, probably just the same as everyone else. I think my boat is suitable for it, I lived in Hawaii for a while, so the timing seemed right."

"Who looks tough in your group? At 24 feet, you rate 234 . . . look, here's a guy with a Rawson 30 who rates .264, what do you think about him?"

"Well, I don't know the guy, and I don't want to talk him or his boat down, but he can start tomorrow as far as I'm concerned." (This was on Friday before the Sunday start).

"We love your attitude, ho, ho, ha."

"Let's see, the Wilderness 21 is certainly somebody to be reckoned with, hummmmm . . ."

"So you think you have a real shot at winning."

"Oh, yes."

"Is your boat big enough?"

"Well, I can get all my supplies and myself on, so yes, it is big enough. People keep saying to me, 'well, that's an awfully small boat for that, wouldn't it be easier in a bigger boat?' My comment is 'If you are carrying bags of cement, is a bigger bag easier to carry?' I've noticed that there are a lot of boats that have dropped out from the early entries, and most of them have been big boats, stuff like a Columbia 57 and a Columbia 50, that stuff. Not counting the tri, I think the biggest boat this year is 42 feet."

"Have you sailed to Hawaii before?"

"Four crossings, two round trips in a 31 foot schooner, a boat which might do allright against a Rawson 30, but otherwise wouldn't be too competitive."

"How's the boat coming back?"

"I'll ship her, I can't afford to take the time to sail her back. That would take a month, and you need two people, and I don't know if everything would fit. Anyway, I'd question the judgement of anyone who volunteered for the job."

## IAN KIERNAN, TASMAN 38, "MARIS"

"A black rum and tonic, please."

You don't have to be around Ian long to figure he's rowing with just one oar in the water. He sailed 9,000 miles from Australia to get in this race, and while they're giving the fleet the last weather briefing, he's in the bar buying us drinks and saying,

"Cal 40's are going to be rough, they are the ones I want to beat."

"How do you figure on doing that with a full keel, 28,000 pound, 37 foot boat?"

"It'll be tough, won't it? I'll just have to push harder I suppose, and they've got to give me 24 hours or so."

"You might use a newer boat, your's is ten years old."

"This boat suits me perfectly, I've worked everything up to where I want it. I do want a

new boat, though, if I can find a sponsor. I want a 56-ft. Laurie Davidson for this kind of racing. But it's a bit hard to get a sponsor, you know, ho, ho, ho."

"What's the boat cost?"

"\$200,000. But they do it all the time in England and Europe; cigarette companies, liquor companies. I'd take it in the 1982 Singlehanded Around the World Race, like a Whitbread, with stops in South Africa, Auckland, and Rio."

"Say Ian, where do you get all the money to do this?"

"Who, me?"

"You. Isn't it true that you're behind all the big rock 'n roll acts in Australia?"

"Shit, no. I'm a builder, a contractor."

"With all this sailing you sure don't work much."

"Well, I work every other year sometimes."

"When's the last time you worked?"

"Back in '79 — I think I did some work in July. What I did was cash out, I had my own company and sold the shares. And left. Ho, ho, ho, afterall, I am 40 years old."

"But this must be expensive?"

"You don't need much, there are no supermarkets out there."

"Yeah, but where's your boat now, don't you have to pay for a berth . . ."

"Well, yes, my boat's in Sausalito, and oh, the guy's a thief. Oh, ho, ho, ho, I tell him he's a c-t, but it does no good. Ho, ho, ho, but I said to him Sam — you can't use his real name — I said to him Sam, Sam, I don't care what everybody else says, I think you're allright, ho, ho, ho, ho. His eyes lit up, he's crazy I tell you, and he nearly fell off the wall."

"I said to him 'your rates are very high,' he charges me \$10 a day, but I did hustle him this morning. I gave him a hundred and got him so confused he thought it was enough and sent his wife down with \$10 change. Oh, ho, ho, ho. It's deadly playing with him though, because he can go off the beam so easy."

(Ian is a clever one, Sue Rowley had this to write about him: Ian Kiernan, who sailed from Sydney for the race, introduced himself as Eric Taberly. Here we have a charmer who bullshits with an Australian accent. When I asked him what he did in real life, he said "Whattya mean honey, this is real life.")

Now back to live:

"What's your toughest race ever?"

"Sydney to Hobart I suppose, when *Kialoa* got the record. I sailed on *Apollo 1*, and have sailed on Rooklyn's *Ballyhoo*, also."

"Did you like that boat, she clobbered *Kialoa* and *Passage* here in the Big Boat Series."

"I did like her. But the maxi you have to watch for is *Bumblebee 4*, the big Frers maxi loaded with hot shot guys and Gram Freeman — a really good Tasmanian sailor — running the show. John Kahlbetzer owns the boat, myself I think he's a kraut, but . . ."



"A kraut?"

"I think he is, but he lives in Australia now and has loads of money."

"Why'd he have Frers design it and not Farr or Davidson?"

"Frers designs some pretty sweet boats, we had an alloy *Ragamuffin* he did, geez that was a nice boat. Syd Fischer owned that, I did the Admiral's Cup on it in '77 — wished I'd race in '79, the year we won, a bloody fine thing it would have been, smirk, giggle, ho, ho, ho, it would have been great."

"Is *Bumblebee 4* also known as the 'average white boat'?"

"Yachts are white. They have to be white, don't they? I like that traditional shit. I haven't sailed on *Bumblebee 4*, but I sailed next to her in one race. They dropped the rig straight out of her, I reckon it was like driving a Rolls Royce off the deck. They couldn't saw through the mast so they built a thing with the spinnaker poles, and took a line to the coffee grinder, winched the works — the spar, the halyards, the rigging, the whole bloody lot — right straight over the side. Ho, ho, ho, ho, oh ho, 'ho ha."

"Did they get it back?"

"They thought they'd find it, it was in 180 fathoms, and they got divers, the Navy, everybody. Still down there though. Ho, ho, ho, snicker, snuffle."

"Ian, how do you rate designers?"

"Well, I've had three do designs so I could try and get sponsored. Paul Whiting did one — he's dead now, unfortunately, Laurie did one for me, study proposals . . ."

"Why would he do one for you?"

"Cause I want a new boat."

"You don't have any money!"

"That's right, never did!"

(Ian hopes to make some money on this race, he's organized a pool in the TransPac, everyone throws in \$20.)

"Who are the best sailors in the world?"

"Kiwis aren't bad, they're pretty good."

"Why?"

"They're very inventive people. Look at their designs, Farr, Whiting, aren't they good? Yanks aren't bad, Pomes are good . . ."

"What about Italians?"

"Wogs, we call them."

"Wogs."

"It's what you call anyone who isn't Australian, who's from Europe. We had a lot of migrants come to Australia after the war and always called them wogs because in the Second World War they stopped all our troops from calling the Egyptians names. They said we must call them "Worthy Oriental Gentlemen". From that day hence they've been wogs. It's not nice."

## AMY BOYER, WILDERNESS 21, "LITTLE RASCAL"

"I already have an hour penalty."

"What? The race hasn't even started!"



Sam Vahey, with 7 poles.

"I got my rating in late. But like Linda Weber-Rettie said, I wouldn't feel comfortable if I didn't give everyone a head start."

"Amy, you've gone from England to Tenerife, then Tenerife to Antigua, how do you feel about doing the TransPac?"

"A lot different. Even though I've only got my boat together in the last three weeks, I feel a lot more together, a lot more confident."

"Are you going to get lonely, will this trip have it's terrible moments?"

"Oh, the other race wasn't that bad, towards the 16th day on the second leg after not talking to anyone I got bummed out because I was so far behind, but seeing I'll be starting with the rest of the fleet . . ."

"Wait a minute Amy, we ran those tapes, and transcribed them for our readers, and now you're saying it wasn't that bad? Have you forgotten in only — how long ago was it?"

"Six months. Well, the second leg wasn't so bad because I wasn't beating to weather for 15 days, and it wasn't my first time out, I had the boat and navigation down pat."

"But you will be cold and wet."

"Yes, I'm not saying I'm going to enjoy this, I'm just saying I'm a lot more confident this time."

"You didn't know what to expect last time?"

"No, I didn't. When I started both legs last time I was in tears."

"No tears this time."

"No, I don't think so. Maybe later in the race. The other times I was so nervous I was sick; this time I'm nervous, but not to the point of being distraught. I'm pretty relaxed."

"Any changes in this race?"

"Wilderness strenthened the transom for the vane, Steve Seal did the mast and rigging, the keel was put back on better by Wilderness, and a lot of people chipped in and helped me out."

"Are you planning to do well?"

"I want to win, but I may get stuck in the high. I'm going to lean toward the rhumb line course, I may shoot craps with the race. I don't expect anything to go wrong with the boat this trip, so I may really go for it. If I get stuck in the high, that was the chance I took. I could go south with the other people and fart around, but I don't think that's my style."

"You don't live the conventional life so you won't sail the conventional course."

"Exactly. I mean, if it looks bad, I'm not going to be stupid about it."

"Any singlehanded after this race?"

"Probably not."

"Then what's next?"

"I'd like to do the Whitbread Around the World Race."

"We figured as much."

"I think after this race I'll be where Norton Smith is now, kinda having proved that you can do things singlehanded and now maybe enjoy those things with more people."

"You make it sound like passing a gallstone or something."

"Yes, so to speak."

"What was it in your youth that makes you do this?"

"I could probably quote my mother on this: 'You're just like your father.' My father was a . . . well, he lived life like . . . well, he just went for everything. He was a 'go for it' type person, and I think it rubbed off."

"Good luck, Amy."



# BUY A FULL RACE

# J<sup>TM</sup> 24

**\$17,985**



## **WHY BUY A J/24?**

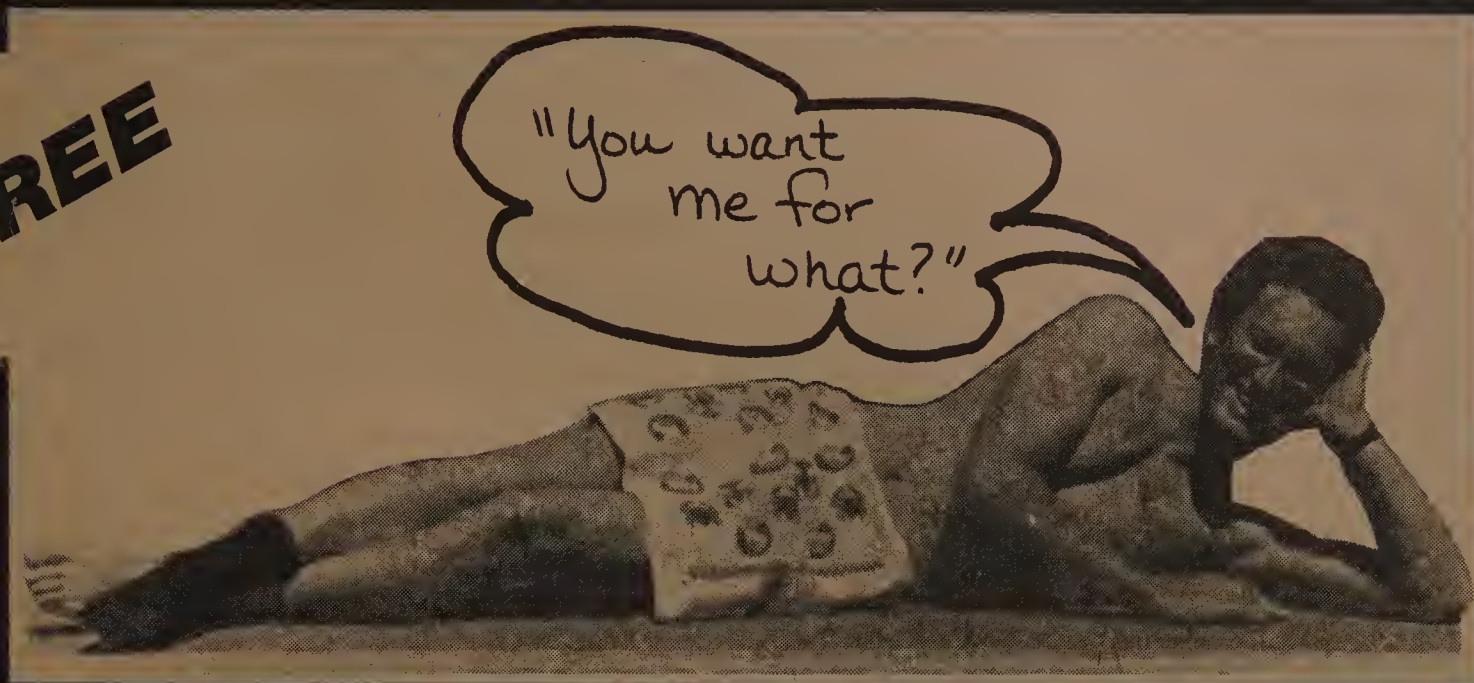
The J/24 is not a pretentious design. It points high, and can do 5-6 knots close hauled; it travels the speed of the wind in light airs; two people can set the spinnaker and cruise a steady 7-8 knots in complete control.

The J/24 is the "break through" boat selected by you, the yachting public. You were so accurate in your selection that over 2,400 J/24's sail the world over in 87 fleets, 17 countries, and being delivered at the rate of 4 per day world-wide. There are over 120 in Northern California alone!



# ... AND GET THESE *FREE!*

## FREE



**"Hands On" sailing/racing instruction from Bill Menninger, our resident performance expert. And folks, he's not bad!**

**CREDENTIALS:**

1st StFYC Spring Invitational

2nd S.C.Y.A. Midwinters '80

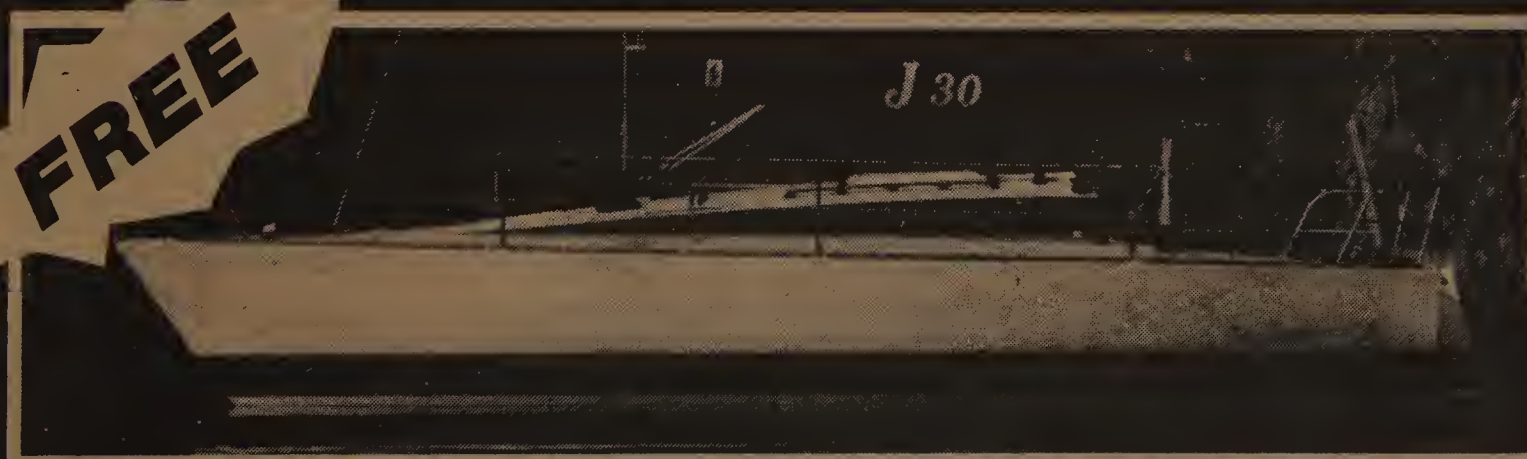
1st S.C.Y.A. Dist. Champ.

1st Western Regionals

1st S.C.Y.A. Midwinters '79

7th J/24 Worlds (78 boats)

## FREE

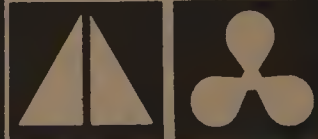


**FREE CHARTER ★** That's right! Buy a J/24 from the Yacht House between July 1 and August 31, 1980, and you get absolutely *free* two full weeks aboard your very own 30 footer. Do it either 1 week twice or 2 weeks once. During the rest of the year, when you are looking for effortless sailing fun, those overnights, spontaneous sunset jaunts, a club or offshore race . . . your best bet is to own a J/24.

★ from the Charter fleet of the Olympic Circle Sailing Club, Charter period valid July 1, '80 — June 30, '81.

The  
**Yacht  
House**

1815 Clement Avenue  
Alameda, CA 94501  
(415) 521-7200





# THE NOTHING FRESH, NO ICE, THE- HELL-WITH-IT-ALL, TIPS FOR COOKING AT SEA

ILLUSTRATIONS BY ANNIE SUTTER

The first piece of advice I would like to give you about cooking for long passages at sea is, don't do it. However, since you are reading this magazine, you will doubtless disregard this advice and do it anyway. Therefore, I shall offer these pearls of wisdom, distilled from disasters, inspired by those magic moments that come from being at sea, gleaned from grubbing through the bilges for just ONE more can of that key



*Annie Sutter*

ingredient; mostly learned the hard way, but some the easy way by listening to the advice of assorted seagoing friends. The recipes, the shortcuts and the little deals that you make with the god of the galley are purely my own. I don't propose to give you any recipes for when you have fresh things; when the larder is full you can work miracles. This is all about when you have been out a long time, you are down to canned and dry goods, you hate cooking, it has gotten hot and firing up the oven is a drag, and you would prefer walking the plank to spending one more minute in the damn galley.

Let's begin with provisioning, and I am assuming you don't have a freezer, but the old ice box wherein all your ice

will be gone in a week to ten days. Buy all the same canned goods you usually do, and plan around meals you have always liked and are familiar with. You are not going to suddenly like something that you never did before; if you hate sauerkraut ashore you will also hate it when it is the last can in the bilge and you are a day from your destination. Also, you are not going to turn into a new kind of miraculous cook and make things you never tried before. I know, because I thought this would happen to me and I always ended up going back to the old, comfortable, reliable dishes.

So . . . I leave you to your own devices in buying the staples which you know how to work with and which go into your favorite meals. I don't need to tell you to buy flour, rice, bisquick, dried beans, noodles, etc. and to store them in plastic containers with nice tight tops. However, here are some items that may not logically occur to anyone not having been in that state of deprivation that weeks at sea can bring. "Complete" pancake mix, packaged pie crust, instant mashed potatoes, packaged pizza and cheese fondue, taco shells, Ramen, dried seaweed sheets, Jello's packaged cheesecake, vegetable flakes, dried soup mixes, Spam, and lots of those little cans of crabmeat, shrimp, clams, boned chicken and turkey. They are expensive, but they can really perk up an hor d'oeuvre or turn into an elegant and easy meal. Canned tomatoes can do all kinds of things, so can canned mushrooms. You always need a supply of tinned sardines and herring, and don't forget peanut butter and popcorn! Stock up on soups — you can make great cream sauces with soups, and stock up on canned fruits, juices, and soft drinks. I presume you are heading for warmer weather, so remember that your eating habits will change. The hearty stews and

meats with gravy that go down so well when you are fighting the fog off the



coast won't go over any more when you are in tropical heat. And the juice intake will multiply incredibly. Powdered juices are all well and good, but remember that you will be using up your precious water supply to use them.





Dinty Moore's Beef Stew is a great instant dinner. Wilson's tinned meats were a treat after the fresh meat ran out. These are hard to find, and how you do this is to call the Wilson Meat Co. in Walnut Creek. They won't sell it, but they will tell you what market has bought a supply. Then you have to drive to that market, wherever it is, and it is worth it. Darigold canned butter can be bought through restaurants, and even though it says on the can that it should be kept frozen, it survives without refrigeration. Buy tinned hams that don't need refrigeration, they are on the shelves, you just have to look for them.

Enough about canned goods except that some people will tell you to varnish the cans, and some will tell you to wax them, and or/other ideas. We did nothing and they did fine, but I do recommend writing the contents on the can top with a waterproof pen or you will be in for some surprises when the labels come off.

We bought our eggs directly from a farm in Petaluma, which is the only way in this modern world that you can get them unrefrigerated which is what you

want if you are going to store them unrefrigerated. Ours lasted three months which was when they ran out, so I can't say how much longer they would have been OK. The way to test an egg is to place it in water; a fresh egg will sink and one that is over the hill will float. Again, people will tell you to coat them with various substances. We painted the small end where the airsack is with mineral oil. Egg cartons and egg flats fit perfectly into the kind of milk cartons you can steal from behind grocery stores.

Take big, waxed cheeses, the lower



the fat content the better as high fat cheeses get greasy quickly in heat while Swiss and Mozzarella last longer. It is said that vinegar wards off cheese mold, and it also attacks mildew, cleans the head and soothes sunburn. Take jars of Old English spread. A packaged pizza has a little can of cheese in it, and Kraft macaroni and cheese dinner has a little packet of powdered cheese. These may not look like much now, but they really spark up a dish when you are out of everything. Eat the pizza now with real cheese and take the cans along for that far off day when they will taste so good.

When choosing produce, again try to get it unrefrigerated and as green as possible. Leave the old outer leaves on, but watch for when they start to rot because then they will quickly infect the whole vegetable. In fact, the most attention you need to pay to anything while you still have fresh stuff is the produce; watch it and turn things like cabbage and tomatoes and fruit and get the rotten spots out or they will all be through in no time. A burlap bag dipped in salt water every day and put over the produce seems to keep things as cool and happy as anything can. Store it in nets,

milk cartons, or paper bags, never plastic bags. Oranges and grapefruits are long lasting; acorn squash holds up



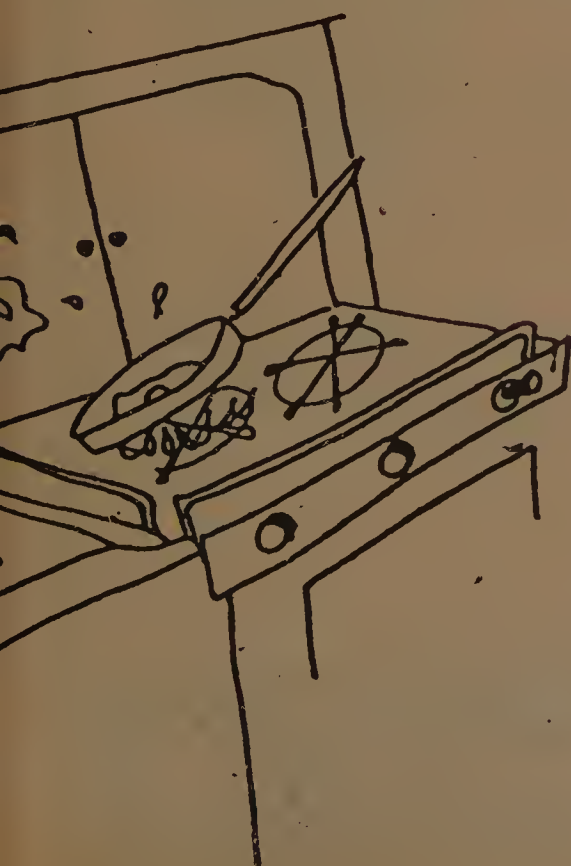
well, cabbage tastes awfully good after everything else is gone and green peppers really sparks up a kidneybean salad. Be sure to take alfalfa and bean sprouts and make your own as you go along. Eventually this will be your only source of green munchies.

You can take a week's supply of fresh meat if you store it on dry ice in an ice chest and open it as little as possible. Use hamburger first, chicken next and steaks last. Please try to live without bacon. You can have a disaster on the high seas with the hot grease. And on that subject, keep a box of baking soda near the stove to put out a fire in case you should have one.

Other departments to give a thought to: beverages like coffee, tea and cocoa; sweets like candy bars, gumdrops, cookies, jams, etc.; munchies like nuts, crackers, and trail mix; dried fruits;

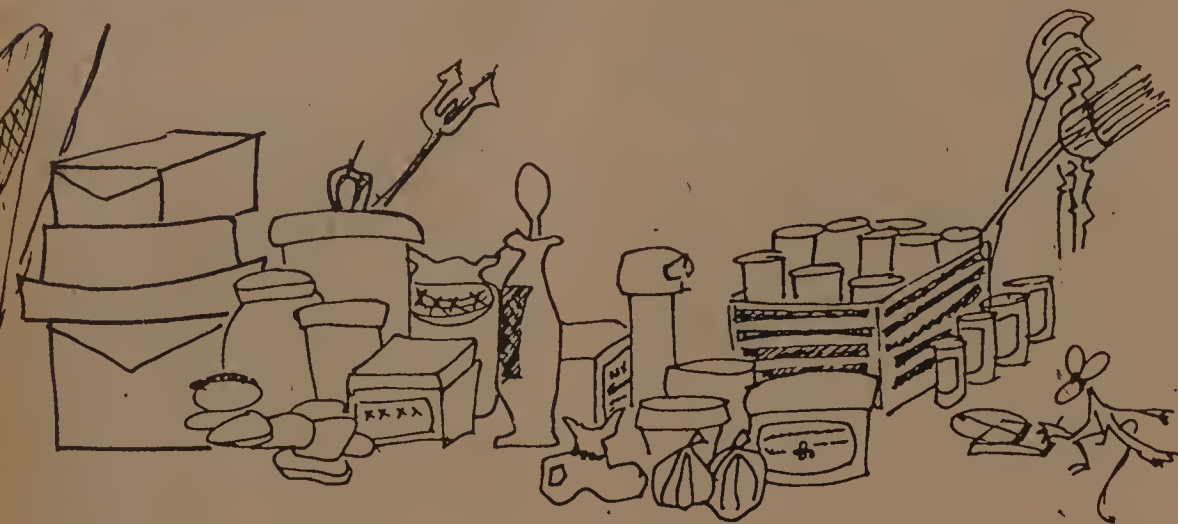


cereal, and the only kind that lasts is oatmeal and cream of wheat; condi-





# COOKING AT SEA



ments; sauces and spices; paper products; the cleanup department; matches; fishing gear and snorkeling goodies; medicine chest; sunburn lotions and bug stuff; and maybe even a

mousetrap.

Don't try to cook the first night out, at least if you are just starting the voyage. Probably everyone will be sick anyway, but even if they're not, you're all getting

your sea legs and are in a new and strange situation. Have a made-ahead casserole, or a meat loaf or a ham all precooked. Avoid anything greasy, or loose and juicy as a stew.

Now that you are off and running, I can't think of a thing that will help mitigate the fact that counters will leap at you, doors will open, pans will fly off the stove, bottles that you forgot for an instant will fly about the boat, mysterious crashes will occur in stowage areas, and sodden masses of clothing and cushions will appear. You just can't do a thing about it, so carry on. After a while the sun will come out, you will have eaten the icebox clean, the produce will be gone and you can take the damn nets down from everywhere. Now is the time for these nothing fresh/no ice/the hell with it all recipes.

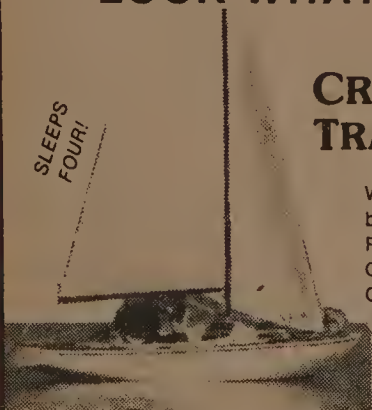
Recipes next month.

— annie sutter

## LOOK WHAT SEA CROWN BUILDS:

### CROWN 25 TRAILERABLE SLOOP

With Handlaid Fiberglass Hull, 800 lb. Dagger-board/Bulb Keel, Anodized Spars, Heavy Duty Rigging, Handcrafted Bow Pulpit, Life Lines, Geared Winches, 7½ ft. Cockpit, 210 Sq. Ft. Custom Sails & Manufacturers Warranty.



Designed by  
Carl Schumacher

**Sea Crown Marine**  
381-D Laurelwood Rd., Santa Clara, CA 95050  
(408) 988-7605 Call or stop by!

## C & B MARINE

### CUSTOM BOATBUILDERS

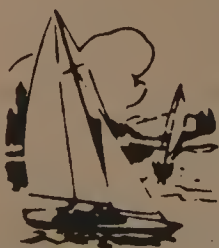
1053 SEVENTEENTH AVE.,  
SANTA CRUZ, CA 95062  
(408) 476-7494

## WEST System Epoxy & GRAPHITE Fiber Voyager Marine

Start your project today!

WOOD-GLASS-EPOXY SATURATION-C-FLEX  
All types of boatbuilding supplies and discount hardware  
WEST SYSTEM, STA-LOK, BOMAR, ENKES, VOLVO, LEE, FAMET,  
PATAY, FULLER & TAYLOR

P.O. BOX 123, 1296 STATE ST. ALVISO, CA 95002  
(408) 263-7633



Custom Made in Hong Kong to American Specifications

**Save  
Money  
On  
Sails!**

#### SAMPLE PRICES

	MAIN	JIB	GENOA
Cal 20	\$261.00	\$146.00	\$194.00
Cal 2-29	485.00	320.00	517.00
Islander 28	379.00	384.00	443.00
Islander 36	645.00	574.00	727.00
WestSail 32	703.00	349.00	663.00

Sails for any boat — Islander, Yankee, Ericson, etc.

WRITE OR PHONE

**LEE SAILS**  
C&G MARINE



804 Kennedy St., Oakland, CA 94606 (415) 533-6980



# JULY SPECIALS

SALE ENDS JULY 31st



## WHITE 3-STRAND NYLON

Size Dia. Inches	List ¢/Ft	Avg. Bkg. Strength (lbs)
1/4	SALE \$ .05	9 1,800
5/16	SALE \$ .09	16 2,900
3/8	SALE \$ .12	22 4,000
7/16		30 5,400
1/2	SALE \$ .21	39 7,200
5/8	SALE \$ .34	62 10,500
3/4	SALE \$ .47	85 14,200



SETH THOMAS  
SEASPRITE CLOCK

List \$80.00

SALE \$ 56.95

## Atlantis

### GORE-TEX FOUL WEATHER GEAR

TEX JACKET List

SALE PRICE \$ 129.95

GORETEX CHEST PANT List \$104.00

SALE PRICE \$ 96.00

30 AMP FEMALE PLUG	SALE \$ 12.60
30 AMP POWER INLET	SALE \$ 28.50
DIGI-DEPTH 3	SALE \$179.95
15 INCH PARALLELS	SALE \$ 3.25
SINGLE BLOCK	SALE \$ 9.25
FIDDLE BLOCK	SALE \$ 11.30
DIAMOND KNIFE SHARP	SALE \$ 13.95
MAST RUNGS	SALE \$ 5.70
NAVY WATCH CAP	SALE \$ 4.95
ENGINE ROOM LANTERN	SALE \$ 51.00
SM HATCH HLDR FIXED	SALE \$ 4.20
ALLADIN CLEAT	SALE \$ 6.30
WEEKENDER HEAD	SALE \$ 56.95
BONINE SEA SICK PILL	SALE \$ 1.10
FLOURESCENT 8 WATT	SALE \$ 19.95
FLOURESCENT 16 WATT	SALE \$ 22.95
LEV-O-GAGE	SALE \$ 3.95
SIPHON MATE PUMP	SALE \$ 9.20
C-100FT DEPTH SOUNDR	SALE \$ 79.95
ROPE CLUTCH	SALE \$ 39.95
10 LB. HALON EXTNGSHR	SALE \$199.95

CALL FOR QUOTE

**Texas Instruments**  
Loran C

**Standard VHF**  
Communications



## DEKS OLJE

SALE PRICE

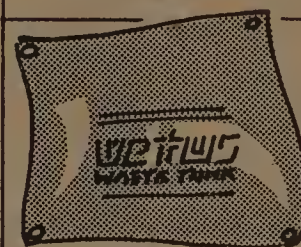
DEKS OLJE #1 GAL.	\$ 17.55
DEKS OLJE #1 QT.	\$ 5.85
DEKS OLJE #2 PT.	\$ 4.80
DEKS OLJE #2 QT.	\$ 7.95



ROVER  
Model 138891  
List \$73.65  
SALE \$ 49.50



HANDIHEAD  
Model 138883  
List \$123.10  
SALE \$ 79.95



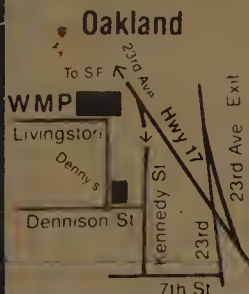
## FLEXIBLE HOLDING TANK

14 Gallons  
Model 138834  
SALE \$ 57.00

Prices Good In Stores Only

Prices Subject To Quantities On Hand

No Mail Orders!



## Discount Stores in Oakland & Palo Alto

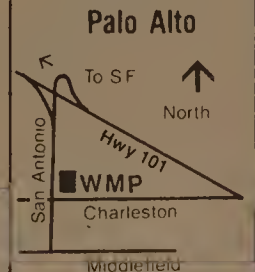
850 San Antonio Rd. □ Palo Alto, Ca. 94303 □ (415) 494-6660

Livingston Street □ Oakland, California 94606 □ (415) 532-5230

Open Mon. through Wed. 9-6, Thurs. and Fri. 9-8:30 PM, Sat., Sunday 9-5

Satisfaction Guaranteed or Money Back

Send for Free Discount Catalog



# West Marine Products





Bruce Farr (right) and C & B's Bob Thomsen are all smiles on launching day of the first U.S. built Farr 38.



# THE LATITUDE 38 INTERVIEW

## BRUCE FARR

*The following conversation with Bruce Farr was recorded in Santa Cruz on the launching day of the first Farr 38 built in the United States. Timber Wolf was cold molded by C&B Marine, who are big fans of Farr and his concept in cruising boats. Even though a cruising boat with a full interior, Timber Wolf's owner, Larry Harvey of Los Angeles, has entered her in the Kauai TransPac and the Pan Am Clipper Series.*

*Farr is a sensible, soft-spoken, 31-year old New Zealander who has*

*been making a living designing boats for the last 10 years. Most sailors are familiar with his successful racing designs such as SORC class winner Sweet Okole (now owned by Island YC's Dean Treadway); Mr. Jumpa, another SORC class winner; Monique, high point boat in the first Clipper Series (and now owned by Chris Gasparich of the St. Francis); and Zamazaam, the unconventional looking winner of Class B in the last TransPac (and now owned by the St. Francis' Bob Cole and*

*enroute to San Francisco via the Clipper Series).*

*Currently Bruce Farr is devoting more time than ever to pure cruising boats, both because he feels his concepts have been singled out for penalty by the conservative IOR establishment, and because he feels the IOR requires you to design 'bad' boats.*

*While Bruce speaks quietly, he is very convincing, and we regret not having the chance to test sail Timber Wolf with him. Perhaps next time.*

**38:** Bruce, everyone has heard your name and is probably somewhat familiar with your designs and that they are 'different'. Exactly how are they different from, say a Doug Peterson or Ron Holland boat?

**Farr:** You're asking for a comparison between state-of-the-art IOR boats?

**38:** Well, most local people know you for *Monique*, *Sweet Okole* . . .

**Farr:** Yes, well, most of those are IOR boats of our design which we would consider something far removed from what our real style is, because they had to be designed to try to fit a pretty bloody terrible rule. In general terms, our style is as follows: Hull form is light displacement, (not ultralight), moderate beam (by modern standards), with powerful sections, a wide stern and fine bow. The powerful hull coupled with a good percentage of ballast set low in a high aspect keel and fine bow sections makes the boat stiff and ensures excellent performance to windward, particularly in rough water.

The rig is a non-masthead swept spreader arrangement, with no complicated runners, and easy to handle mainsails, and a mainsail large enough to drive the boat by itself for 'nonchalant' cruising.

The displacement is light not only because it is easy to handle, but because it's more economical to build and has a lot of room — compared to the amount of money you spend. In our part of the world economics are vital, most of the yachtsmen are the poor people, not the rich people.

**38:** Are all your boats fractional rigs?

**Farr:** Just about all. I think we've done two designs without fractional rigs.

**38:** Somebody once referred to the shape of the bottom of Farr boats as 'saucers' — is that accurate?

**Farr:** Because they are light displacement boats and reasonably beamy, they tend to be pretty flat across the bottom, very shallow hulls.

**38:** As a point of reference, how would they differ from a Peterson boat like . . .

**Farr:** As compared with a modern-day Peterson or Holland boat? First, for a given overall length, ours would be longer on the waterline, a little narrower, considerably lighter, have a lower ballast ratio, and carry less sail. The result is the boat is not only much faster reaching and running, it is easier to handle, a lot cheaper to put together, and a lot cheaper to campaign. Incidentally, our cruising boats would have the ballast a lot lower in the keel because they don't have to worry about the IOR's center of gravity factors.

Our fractional rig gives a lot of advantages. Most boats only have one mainsail no matter if they are fractional rig or masthead rig — and all money pours into sails for the foretriangle. If you have a big mainsail and a small foretriangle, you suddenly save 30 or 40% on the cost of the sails and also on the cost of the winches to pull them in.

**38:** We've heard various rumors that you've said 'the hell with the IOR rule' and are devoting yourself to doing cruising



## farr interview

---

The Farr 38 cruising yacht  
will sail with 42-ft. IOR  
boats on a boat-for-boat  
basis — that's without two  
running forestays, four running  
backstays, three spreaders, 25  
headsails, 10 spinnakers, and a  
crew of international experts

---

boats. Is that true?

**Farr:** Strictly speaking, we haven't said the hell with the IOR. What we *have* done is made a conscious decision not to rely on IOR boats for our sole income. We just can't see the thing being long term enough, or producing big enough numbers to justify it as a sole source of income. We still do IOR boats when we feel like it, when we have an opportunity to put a good act together. In other words, if we can win, we'll do one.

**38:** What about bigger boats like the 52-ft. *Zamazaan*?

**Farr:** We haven't done anything like that since. We're looking at the possibility of doing a couple of Admiral's Cup boats for the next Admiral's Cup. That's obviously a high pressure contest and a good place to be in an IOR boat, and at this stage we're looking for people to do a good act with. We believe we could put together the rest of it, engineer the structure, do a complete backup service, right through the sailing. That's really where we're looking in the IOR scene at the moment, as far as the northern hemisphere is concerned.

**38:** You said something curious — 'the complete backup service'. What do you mean by that?

**Farr:** We feel that to do a modern ocean racing yacht, somebody has to be responsible for the project from the beginning of the design right through to the starting line. A lot of designers are not giving that kind of service these days.

**38:** You mean, for example, coordinating with the sailmakers and so forth?

**Farr:** Yes. Sailmakers are obviously difficult to coordinate because they have their own little development area, but you start off with the basic hull which everybody supplies. The structure is the next important area and many designers don't get involved with that, particularly the details of construction like fittings and that sort of thing. The next main step is the rig, where the average designer doesn't specify structural detail, mast requirements, mast fittings and so forth.

It goes on and on to the stage where you're on the starting line with a boat that has a hull of one person's design, a deck layout of someone else, a third guy's mast, another's sails, and so forth. We think it's better — and we've done it before

— for somebody to be responsible for the whole thing. That's the way we'd like to do that kind of project, because we know we're going to be a lot happier, and so is the owner. That's because he hasn't got five different experts passing the buck when it all doesn't quite jell.

**38:** So you haven't given up on the IOR but are being much more selective.

**Farr:** We want to do nice yachts, boats that handle well, and we have a reputation for that, but the IOR rule is getting more and more difficult to do that within. This means we're going to be at the lower end of displacement that the rule will allow, and by doing that we've been vulnerable to rule changes, because the rule changes have always been aimed against light displacement and wide sterns or you name it, whatever we've done.

**38:** Has the 'Farr' wide stern been penalized?

**Farr:** They've had about three goes at it, and everytime it gets a penalty and everytime, *everytime* we find a way around it.

**38:** Do you get the feeling people are out to get you?

**Farr:** I think there's no doubt. Ho, ho, ha. (Laughs a little self-consciously.)

**38:** Is that right?

**Farr:** Yes. Several of the rule changes were aimed directly at us.

**38:** Why would they do that? It's not that we don't believe you, we're just curious.

**Farr:** The rule was drawn up by an establishment which is basically pretty conservative. They see anything new as being bad. Anything that doesn't look like what their idea of a cruising/racing yacht of 15 years ago looked like, then it must be bad. I suppose they're a bit like American auto makers, aren't they? Ho, ho, ho. If it doesn't look like a 1959 Cadillac, they can't be any good.

There's that sort of conservative element in the rule, and also an element of competition obviously where the rule is technically controlled by conservative designers, or designers of previous style boats. Those who gave us the narrow sterns and all those things the IOR rule has given yacht design in the last ten years, those people are trying to keep their act in there by stopping anything new.

**38:** Locally, Bill and Heather Clute had a Doug Peterson design, *High Noon*, built. Are you familiar with it? Is that a duplication of one of your concepts?

**Farr:** Well, it's a Peterson version of a Bruce Farr boat. Peterson wouldn't agree with that, but it really is. It's not a rip-off because it's got Peterson's style. It's got a Peterson bow which is deeper in the forefoot, the turn in the bilge is different, it's a little bit beamier than our boat, and it's a little bit different in the skeg treatment, but basically, it's a Peterson attempt at our style of boat.

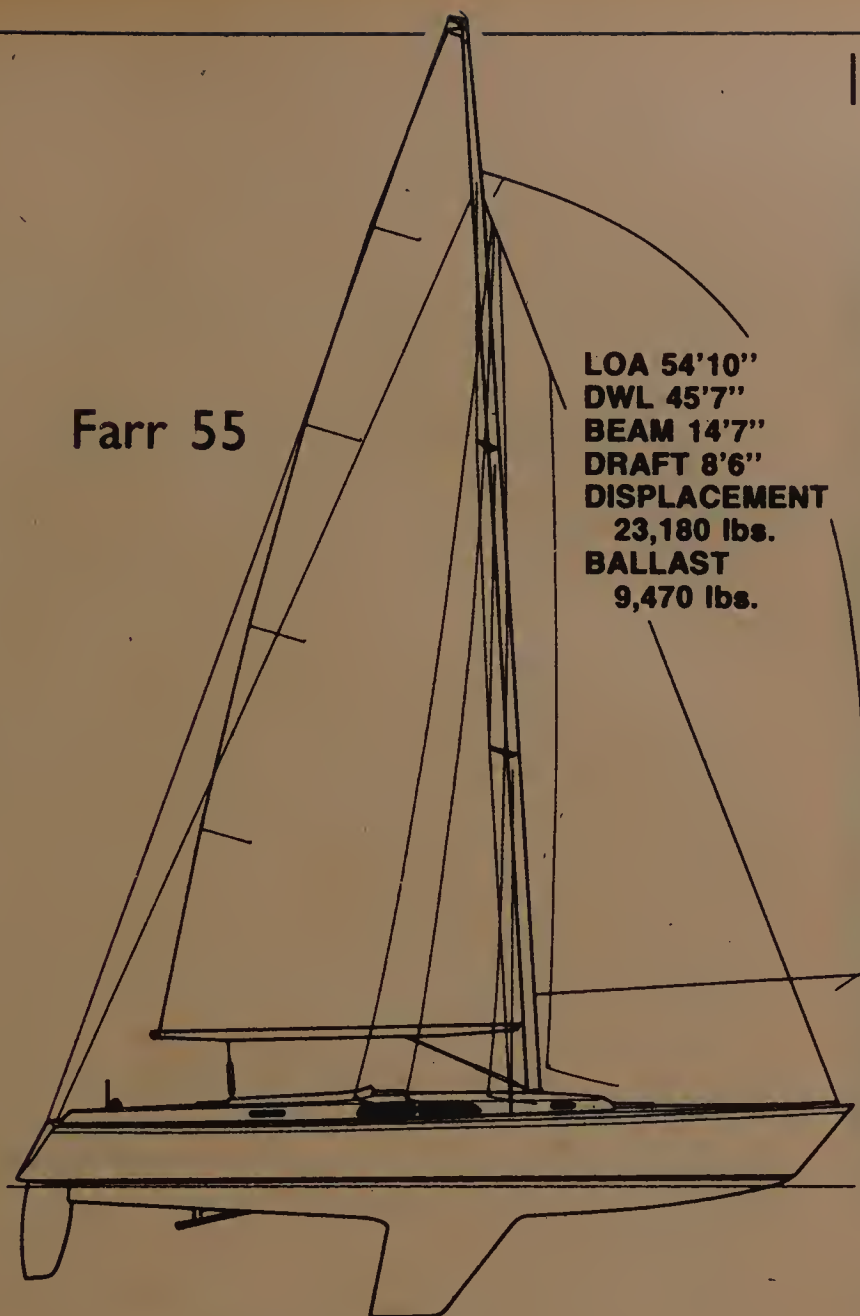
**38:** Do you take that as a compliment?

**Farr:** (Thinks for a minute). Yeah. (Thinks for a few more seconds). Yeah, I guess so. It really originated with this one tonner he did for the 1977 World Champs . . .



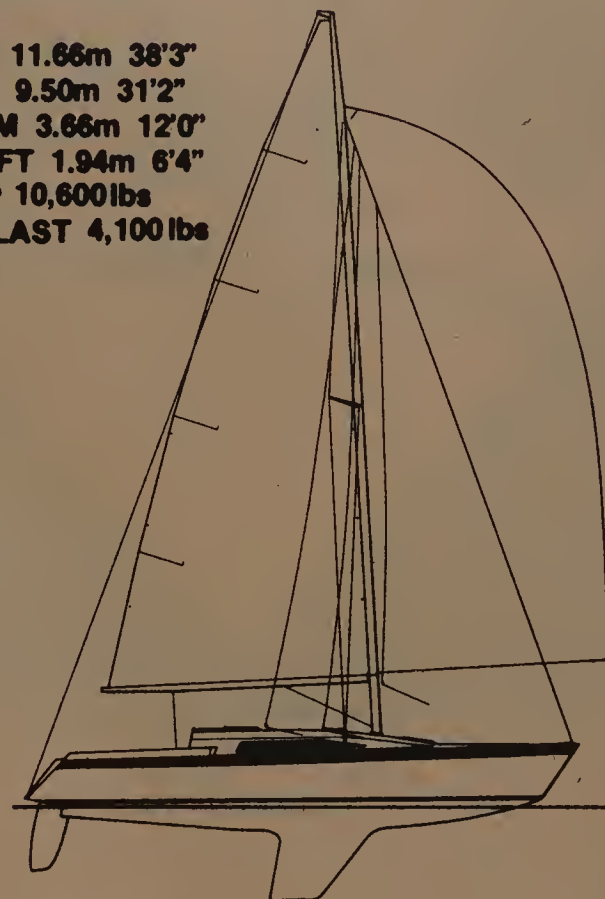
# I HAVE BEEN RELEASED

## Farr 55

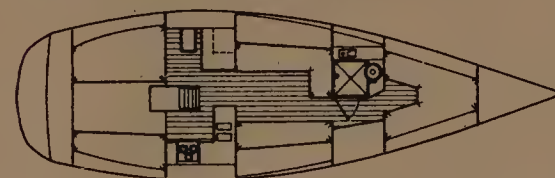
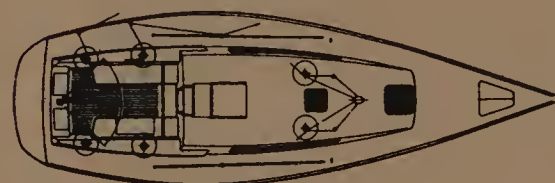
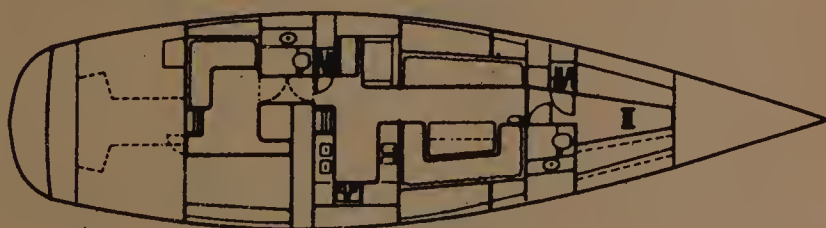
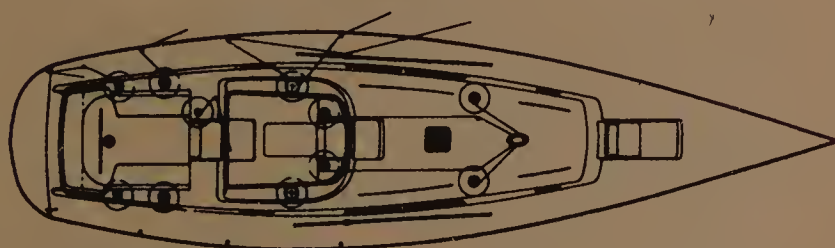


LOA 54'10"  
DWL 45'7"  
BEAM 14'7"  
DRAFT 8'6"  
DISPLACEMENT  
23,180 lbs.  
BALLAST  
9,470 lbs.

## Farr 38



LOA 11.66m 38'3"  
DWL 9.50m 31'2"  
BEAM 3.66m 12'0"  
DRAFT 1.94m 6'4"  
DISP 10,600lbs  
BALLAST 4,100lbs



"I have been released" — that is what Bruce Farr has to say about getting back into cruising designs and being free of the "restrictions and torments of the IOR rule."

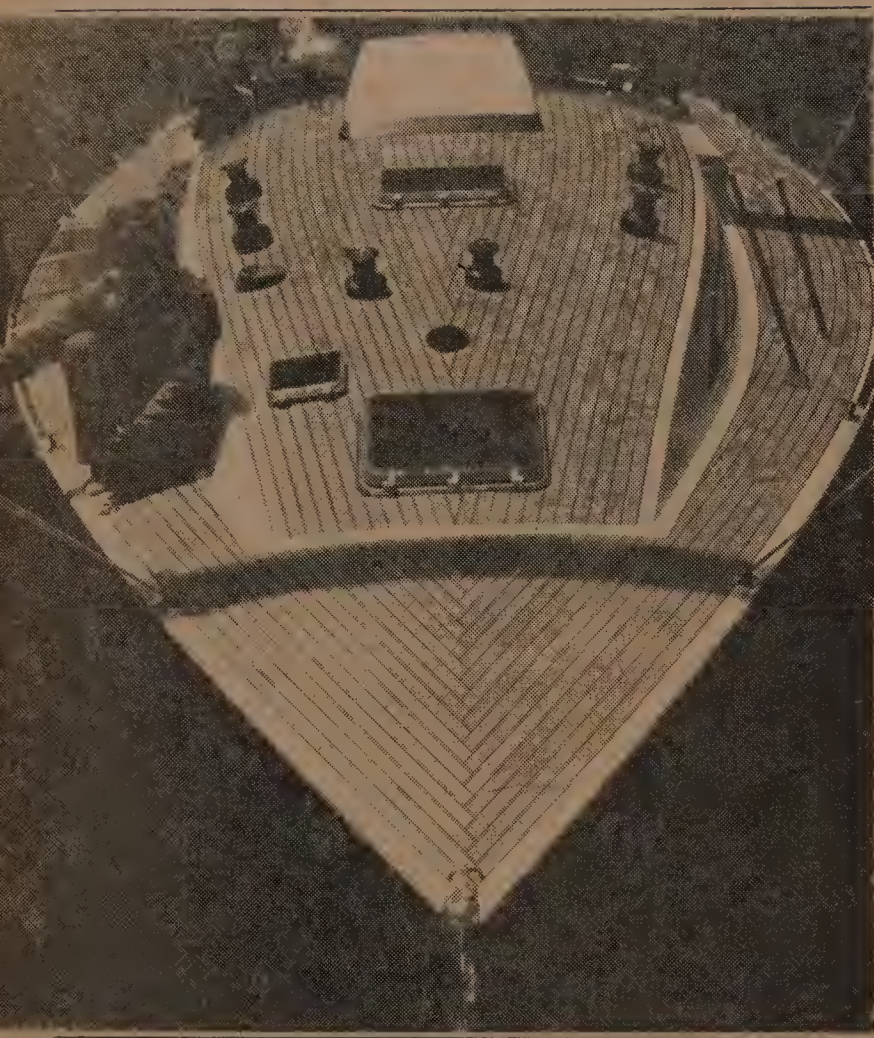
Shown on this page are his 55-ft cruising design, and his popular 38-ft design.

What does Bruce think makes them

so great? He thinks it's the combination of the wide stern which gives stability and power, the light displacement which makes the boat easy to move, handle, and the high sail area to displacement ratio which makes the sailing exciting. He also says they are comparatively inexpensive to build.



## farr interview



**38:** B 195?

**Farr:** Yes. Everybody knows it was an attempt to beat us at our own game, and it didn't work. It matched our boats in some conditions, but didn't get near our boats in others. Our performance was as good as his best, but a lot better than his worst. But it's in a similar vein of lightish displacement boat with much better handling characteristics.

**38:** Are your boats designed to reflect the sailing conditions found in New Zealand?

**Farr:** I think that was probably true in a lot of our earlier designs. A lot of our early IOR boats inevitably tended to be heavy weather boats because everytime somebody changed the rule we'd have no option but to cut some sail area off to keep the rating. So, even if we put a bit more sail area on a boat, we'd eventually be forced to take it off again.

Our more recent designs — from about 1977 on — have been tending much more to what people would consider to be northern hemisphere conditions, featuring a lot better light weather performance. The trouble is that our boats haven't been recognized for their performance in those conditions. Everybody has it stuck in their head that Bruce Farr boats are heavy weather boats, but we designed some really fast light-weather boats. The centerboard one-tonners we did in 1977, although designed solely for the Auckland conditions, were very fast light weather boats. They got screwed up by rule changes but they were still quick boats in light air.

**38:** Bob Cole of San Francisco recently bought *Zamazaam*. What can you tell us about her?

**Farr:** She was designed as a dual purpose boat. The owner wanted a boat for passage IOR racing primarily, but

also wanted a fast boat around the harbor in non-rule handicapping systems — PHRF, that sort of thing. So, it had to be an all-around boat, too.

Of course, that's an almost impossible request because you can't have a competitive IOR boat that is also fast for its size — but the idea was to work a decent sort of compromise. The original thinking was that it would be primarily a fast downwind boat, but still be good upwind. *Zamazaam* came through a little overweight, which took a little sparkle off her downwind performance, but she was still fast downwind, very fast. The surprising feature was her upwind performance, she's a very, very fast boat upwind, particularly in a sea. That surprised everybody who had anything to do with the boat. Actually, the layout was in great conflict with weight concentration, but we just did our best, and she's a boat that has a beautiful motion in a chop, and sails really fast and really high, even in light and moderate weather.

**38:** We're going to get off the IOR topics real soon, but is it your opinion that the IOR has encouraged unsafe boats?

**Farr:** Yes, I think there's no doubt that the rule has encouraged unsafe boats, particularly in regard to stability. There's all this cry at the moment about the Fastnet Race and dangerous boats and low stability, and a lot of it gets related to light displacement boats. That's nothing but a whitewash. The real truth of the situation is that the IOR encourages a lot of bad features in boats.

**38:** What are they specifically?

**Farr:** The obvious ones are excessive beam, narrow sterns, short length, high area sail plan, and low stability. Low stability is probably the most crucial in affecting safety. The IOR encourages boats to have high center of gravities, which means they have less stability than they could have at high angles of heel. That means they're not as safe as they could be, particularly in a knockdown situation.

As far as an ocean going boat is concerned, they simply are not as safe as they *should* or could be. It has nothing to do with modern developments in yacht design as such, it's all rule related problems. It's the rule that encourages these things, and the only way to fix it is to change the rule. The problem is the people running the rule don't want to change it for the majority of the fleet, because the majority of the fleet waves the flag and says 'hey, we don't want all our ratings changed relative to other boats'.

**38:** Who runs the rule?

**Farr:** Gary Mull and Doug Peterson, I guess. They're the two designers on the rule, they are the guys who punch the numbers. There are other people on the ITC (International Technical Committee), but what do they know? The designers on the ITC can sell a story to the rest of the ITC.

The changes coming up for next year are a great example. They say 'here's a scheme that will encourage stability'. They've changed the formula around a little bit and it looks great, but it's a load of . . . well, it's a load of . . . whitewash, a snowjob! Yes, it changes all the CGF and changes all the ratings, but for any boat over current minimum CGF it won't



## farr interview

change it in relation to any of the others in that group. Effectively what the new formula does is raise the bottom limit of CGF. So, how does that encourage more stability? It doesn't. It just limits how unstable you can go.

The rule is now full of that sort of formulation where they haven't actually changed the trends in the rule. They haven't changed to formula to discourage sail area, or to encourage length, or to encourage stability; all they do is limit it. But the rule, for the majority of the fleet, is the same as it was four years ago. It's just that anybody who goes too far in certain directions gets clobbered.

**38:** Do you think "they" look at the rule as producing fairly unsafe boats and just don't want to change it?

**Farr:** I think a lot of the people have gotten so locked into the IOR scene that they don't know what a decent boat looks like. They think that this animal they've developed is a great boat, but they just can't see past it. I mean, IOR boats just sail against IOR boats, so how the hell are you going to know if they are good or bad as far as pure yacht design is concerned?

**38:** So what you design as your cruising boats is your idea of a good, all-around, rule-free sailboat? Safe, fast and easy to handle?

**Farr:** Yes, the first consideration is safety. That means that it had better be strong and have high stability, which requires a low center of gravity. Handling ease necessitates as much waterline length as possible and a nice moderate beam — by modern standards, which means it would be wide compared to 30 years ago. It should be broad of stern so it doesn't round up on reaches, and have an easily handled rig. The latter is really important for cruising. It doesn't matter when you're racing with half a dozen apes on board, but for cruising, it's got to be easy to handle.

We've designed boats that will sail in all conditions under the mainsail only. If you want to go sailing, you just put up the mainsail and forget about all those funny things at the front end which make sailmakers rich. The 38-footers for example, they'll sail to windward in a 15 knot breeze in something like 5½ or 6 knots.

**38:** How much more speed do you get by hoisting the headsail?

**Farr:** About another knot. With just a main though, the 38-footer will walk all over a half tonner to windward in anything over 8 knots of breeze.

I think it's really important to note that the 38-footer, for example, is a lot faster than an IOR boat of the same length. It costs half as bloody much, and carries around a full interior as well.

**38:** Larry Harvey's Farr 38 *Timber Wolf* is being launched by C&B Marine. What boats will he race against?

**Farr:** Well, he'll rate about 34.0 under the IOR. He won't sail to that rating all the time, in fact, he won't sail to that rating very often at all. But he'll be sailing with 42 foot IOR boats on a boat-for-boat basis — that's without two running forestays and four running backstays and three spreaders and 25 headsails and 10 spinnakers and a crew of international

experts.

**38:** What do you think of Bill Lee's boats?

**Farr:** I think they're quite an interesting concept, and I think he's looking at the thing in a not dissimilar way that we are. His boats are more specialized than ours, more oriented towards downwind sailing, and I think it would be fair to say they are poor upwind. The big difference between Bill's boats and ours is that we'll trade downwind speed, to just a limited extent, to gain really good upwind performance. That's where we score, we've got light displacements boats that are fast upwind.

**38:** Yours aren't as light as his?

**Farr:** No, not that light.

**38:** What do you think of Bob Perry's stuff?

**Farr:** I think a lot of his cruising boats strike me as being somewhere between the traditional accepted cruising yacht design and what we should have for the 1980's.

**38:** What is the traditional cruising yacht, can you give us one example of what you mean?

**Farr:** I think the worldwide accepted cruising boat is the sort of Cheoy Lee style: heavy, beamy ketch rig with all sorts of rubbish all over, not sailing-to-windward type of boat. More recently it might mean a late 60's or early 70's IOR boat which has sort of have been come to be identified as the accepted boat for cruising. God knows for what reason, because they are terrible things. Unfortunately, people have the concept that anything else is a racing machine.

I see us as having developed an alternative style for the future, something that is not steeped in tradition. It has features that are good in racing boats but are great in cruising boats. Like speed. Like the ability to go to weather. Those things are really important in a cruising boat, I think. I see Bob Perry as filling a gap somewhere in between what is the accepted cruising boat and what we are doing. I see Bob as dealing with people who have a very traditional cruising boat outlook and getting them looking somewhat in the direction of the 80's, sort of half way there.

We, of course, see ourselves as being in the 80's providing 1980's technology and 1980 design ability to produce a really good product for cruising people and racing people — we're talking about PHRF racing and one-design racing. That's probably where the future is anyway, in those kinds of racing.

**38:** In New Zealand, when people think about going cruising, are there a lot of old, tradition ketches and so forth?

**Farr:** No, there aren't.

**38:** Are New Zealanders more progressive?

**Farr:** Yes, they generally are. There's been light displacement boat development in New Zealand for, I guess 20 years now. That's because we've had to be more cost conscious than most of the rest of the world. When you have to be cost conscious, you want to get all you can for your money — it's as simple as that. So that's encouraged light displacement boats. I think that the boats built in New Zealand for cruising, 80% of them would be considered light displacement, or at least not heavy displacement.



## farr interview

**38:** Are most fractional rigged?

**Farr:** Certainly an increasing number. I don't know what the percentage is, certainly around 60% I'd say. People are becoming very aware of the advantages through boats like the 38-footer, which is the quickest selling cruising boat in New Zealand over 30-feet.

Lots of people who bought those boats did so for cruising, and never want to race. Some are putting in hot and cold pressure water systems, showers, and all the rest. And if they did want to race, they still could do well. But those people are coming from heavy displacement traditional cruising boats, and they just can't believe it. Half the time they'll just up the mainsail and cruise around, or the wife can easily put up the small headsails. And they can motor around at 9 knots under power. They just can't believe it.

**38:** Nine knots under power?

**Farr:** With a big engine.

**38:** Do you sail a lot?

**Farr:** I used to do a lot, but I haven't done a lot in the last few years. I try to get out on the new boats as often as I can. Peter Walker out of our office has actually been doing most of the sailing, and I haven't, so I get much of the input from him and incorporate it into the design process.

**38:** Do you think you're at a disadvantage being in that part of the world where there isn't as big a market for boats?

**Farr:** Certainly our part of the world has a smaller market than North America or Europe, but we have a pretty established hold on the market there, a big share of it. That's what keeps us there at the moment.

But I think we're definitely at a disadvantage as far as the rest of the world is concerned, there's nothing like access, like being on the spot. Each year we've been thinking about setting up a branch office either here or in Europe.

**38:** Do you have any favorite boats that you've ever done?

**Farr:** Yes, I guess you always do, and maybe for all the wrong reasons. 18-footers, I've designed four world champions, back in the early 70's. They are great boats, and I'd always be happy to go and have a sail on one if anybody asked me. They are wonderful, wonderful pieces of machinery.

The 38-footers are a big favorite because it was a new attempt at an old game, something we hadn't done in a while. It was really our first big job back in cruising boats, and it's been really successful, with over 60 boats going around the world now.

Beyond that there's a 55-footer we did in New Zealand that is a cruising yacht, which is a big favorite. It had a fair amount of accent on performance — the guy wanted to go fast — to do harbor racing and try and humble the 65-footers in the harbor, which he succeeded in doing. It's a really nice boat, it's more moderate than even the 38-footer, more narrow for its length, with a lot of sail area, good stability, and is a really fast boat in all conditions. As far as performance goes, it will beat anything its size that we've seen, and it's still a proper cruising yacht. They did one race that was a thousand miles

and just missed a 62-foot boat's course record by four hours. The owner told me that he couldn't believe it, they were on a broad reach with the chute up and they hit 22 knots, and he was steering with one hand and holding a sandwich in the other. An IOR boat can't do that.

**38:** Are there anybody else's designs you admire, or are your ideas so different? What do you think of Doug Peterson's and Ron Holland's boats, or are they so bound in the past?

**Farr:** They are really middle of the road type boats and they are really tied into the IOR rule. What can you say, they are successful within the rule. Outside of the rule, they don't rate as decent yachts, at least by our standards.

**38:** Who else agrees with you? Besides Bob Thomsen of C&B Marine sitting next to you. Laurie Davidson? Is this solely Down Under trend or what?

**Farr:** We're not anything like alone. Within the framework of the IOR there are people like Paul Whiting, Ed Dubois, Laurie Davidson, and a lot of other lesser known people doing similar things. Outside of the IOR rule we've got a bunch of other New Zealand designers like Bob Steward, Jim Young, John Spencer from a few years back, all have done similar styles of boats for similar reasons.

Up here you've got Bill Lee who may be a little bit more extreme, but who's still in the same vein. Shad Turner's done some pretty nice boats, and in Europe it would be Van deStadt — and he's from 20 years back. In fact, he might have started it all.

**38:** How long have you been designing boats?

**Farr:** It's hard to say, I guess about 20 years. I'm 31 now.

**38:** You're a kid!

**Farr:** Yes. I built the first design of mine when I was 12 years old. I was building boats from the time I left school at about 17, until I was 22. In New Zealand you couldn't say you were a yacht designer and that people ought to buy your plans, because nobody would pay more than \$10 for them . . .

**38:** Ho, ho, ha, ho, tough market.

**Farr:** The only way was to have a boat building business and do the yacht design on the side, as a fun thing to do. As time went on, I was gradually able to turn the thing around and do more yacht design and less building, until design is all we do. So for the last 8 or 9 years I've been able to survive solely on designing boats.

**38:** Are you able to make a reasonable living doing that?

**Farr:** It has its ups and downs. Since about '74 I really went way up with IOR popularity and then went way down when somebody took the axe out and went zap! "you shall not design anymore IOR boats except the odd one a year". Since we've got back into more sensible yachts we've been going through a period of getting things back on the ground, and now that it's established we can make a reasonable living at it again.

**38:** You're middle class then in New Zealand?

**Farr:** Yes. I don't have a seaside house with a swimming



## farr interview

pool and harbor view and that sort of thing, but I do have a nice standard of living. Definitely somewhere between poor and millionaire.

**38:** How many other people are building your boats here in the states?

**Farr:** There's a 55-foot boat being built in Los Angeles and some boats being done in Canada — 38-footers. We're drawing up a 44-footer that C&B Marine will do here in Santa Cruz.

**38:** Have most of your boats been cold molded?

**Farr:** I'd say about 80% have been done in glass. Most of our production boats are done in glass, and the 38 has now been produced more often in glass than any other material, although timber boats originally had more. We do a lot of trailerable boats in glass.

**38:** Do you get a chance to do much cruising yourself?

**Farr:** Not much lately, although I did a lot as a kid. In Auckland there is a huge semi-sheltered area nearby, roughly 50 miles square with plenty of cruising areas. About 150 miles away there is the Bay of Islands with another similar sized cruising area, and with a lot less building going on there, it's a really good cruising area.

**38:** You do a greater range than most designers it seems. From 17 to how big is the largest one you've done?

**Farr:** We've got a 68-footer building at the moment in New Zealand, for the next Round the World race.

**38:** It's made to go like crazy?

**Farr:** Well, it has a little bit of rule consideration because they wouldn't mind winning one of the Southern Ocean series in IOR — as well as across the line! Ho, ho, ho, ha. It's a lightish displacement boat by terms of most boats doing the race, but it's a little conservative. It's got to be safe, because there's not going to be anyone out there to help them if they breakdown in the middle of the southern ocean.

**38:** Do you think your boats are safer than most of the other designers?

**Farr:** (Hesitates). I believe they are, yeah. We concentrate on things to develop high stability, high strength, and good handling characteristics — and handling characteristics are very important. A lot of people can get into trouble because it's simply too hard to handle their boats.

**38:** Have you ever done a 180 on a boat?

**Farr:** No. I've done the odd 80, or 90, but that's it.

**38:** Are New Zealand waters generally rougher than other spots around the world?

**Farr:** I think we get a higher percentage of stronger winds there, than in most other sailing areas in the northern hemisphere. That's not to say we don't get light weather, too.

Around New Zealand we've got a couple of really bad ocean areas. The Tasman Sea between New Zealand and Australia is recognized as one of the worst sets of conditions you can get in the world. Between the two islands of New Zealand — Cook Strait — is probably one of the few places that's even worse than the Tasman Sea. In Cook Strait they get 80 to 100 knots quite regularly. They lose 250' ships,

things like that.

**38:** Do you lose many boats down there?

**Farr:** Not really, we lost a couple last year, and that was unusual.

**38:** Were you familiar with Paul Whiting's *Smackwater Jack* that went down?

**Farr:** I knew it reasonably well. The conditions they had at that time were very extreme. There were six or seven boats headed back to Australia at the time, and I think only one managed to keep on sailing. *Condor* actually had to hove to, it was that bad. Peter Blake, who was on the boat, said it was the worst wind conditions he'd ever been in and he'd been in two Round the World Races.

**38:** Had he been on the boat in the Fastnet Race?

**Farr:** Yes. He said it was much worse than that. They reckoned that winds were at least 75 knots and those are the conditions when you've got to start counting on luck. A couple of our one-tonners were out. One of them just took the sails off, went down below, got the rum out and left the boat to its own devices. They got the shit knocked out of them but they got through O.K. The other one-tonner tried running with it, but the seas were breaking, they were going too fast, and the waves were too steep and filling up the cockpit, things like that. Eventually they just started the motor and powered into the wind, and luckily they had enough fuel to keep the bow into it.

**38:** Is that a good technique or was it just desperation?

**Farr:** They lived. The conditions were very extreme, and who knows what the answer is in those conditions.

**38:** So you feel that if the weather gets really, really bad, you've just got to be lucky.

**Farr:** Yes, I think so.

**38:** Last month we talked to Bob Perry and asked him if he had any advice to give to cruising sailors. It's your turn; do you have anything you'd like to say?

**Farr:** I think that the biggest misconception cruising sailors have is that heavy equals safe. I think cruising sailors have become entrenched in things that are 20 years old. A lot of people are sailing around thinking that the best cruising boat is something that is bloody heavy, and can't sail to windward. I think they are frequently looking in the opposite direction of where they should be looking.

I think the other misconception that a lot of cruising people have, is that anything fast isn't good. You meet this reaction that 'if it's slow it must be a cruising boat'. Our feeling is that speed is probably more important for a cruising boat than it is for a racing boat. The racing boats are just relative to other boats racing the same course and it doesn't really matter if they are all in slow bathtubs, because one of them will still win. The cruising person has a lot more very real demands for speed. He's going sailing, he wants to get somewhere, the faster he does it the happier he's going to be, and the safer he's going to be because he can pick his weather condition. Our feeling is that cruising yachts ought to be fast yachts.

— latitude 38



# SOCORRO

## LATITUDE 38 ÷ 2

The Pacific Ocean is the world's largest, covering 52,871,451 nautical square miles with a mean depth of over 2 miles. It's immensity is most apparent to the brave soles who dare to cross it in search of that tiny green oasis dotted



following a three day passage from Rincon during which we were forced to sail hard on the wind to compensate for the south setting current. We had allowed sixty miles in reckoning our course and were actually set fifty-five miles south. The water in the cove was a clear, deep blue with the bottom visible in depths of ten fathoms and more. The fishing was good, but the unfamiliar, brightly-colored fish aroused thoughts of tropical fish poisoning so we refrained from eating any.

At the north end of a clean sandy beach at the head of the cove we located a trail through the brush which crossed a dry salt flat and emerged on the opposite side of the narrow isthmus of Cabo Middleton at Fourton Bay. Near the water was evidence of camps made and broken, of grills for cooking, and a cache of food hidden in the low trees near some fire pits at the top of the beach. For hours we searched the strand then sat in the warm sun atop large volcanic boulders watching gold and orange and green fish swim in the swirling waters at our feet; and crabs and curious small lizards which cavorted among the rocks. As we walked along



Chiton.

the shore I noticed numerous chiton which I remembered were edible, and after collecting about two dozen of them

with palms. But chins up, lads and lassies. For those planning a junket toward Hawaii or the South Pacific after wintering in Mexico, there is a great opportunity to test your skill at navigation and visit a pretty and little-visited island en-route.

Isla Socorro, the largest island in the Revilla Gigedos group is around twenty miles long, and lies roughly 390 miles west of Puerto Vallarta, 250 miles south of Cabo San Lucas. Even if you cannot find Socorro, your chances of finding your way back to the North American Continent are excellent if you head east. Assuming safe arrival, good anchorage may be found in Academy Bay. High cliffs on both sides of the western most of the two coves in the bay give good shelter except in winds from the easterly quadrant (NE through SE).

We anchored in four fathoms depth

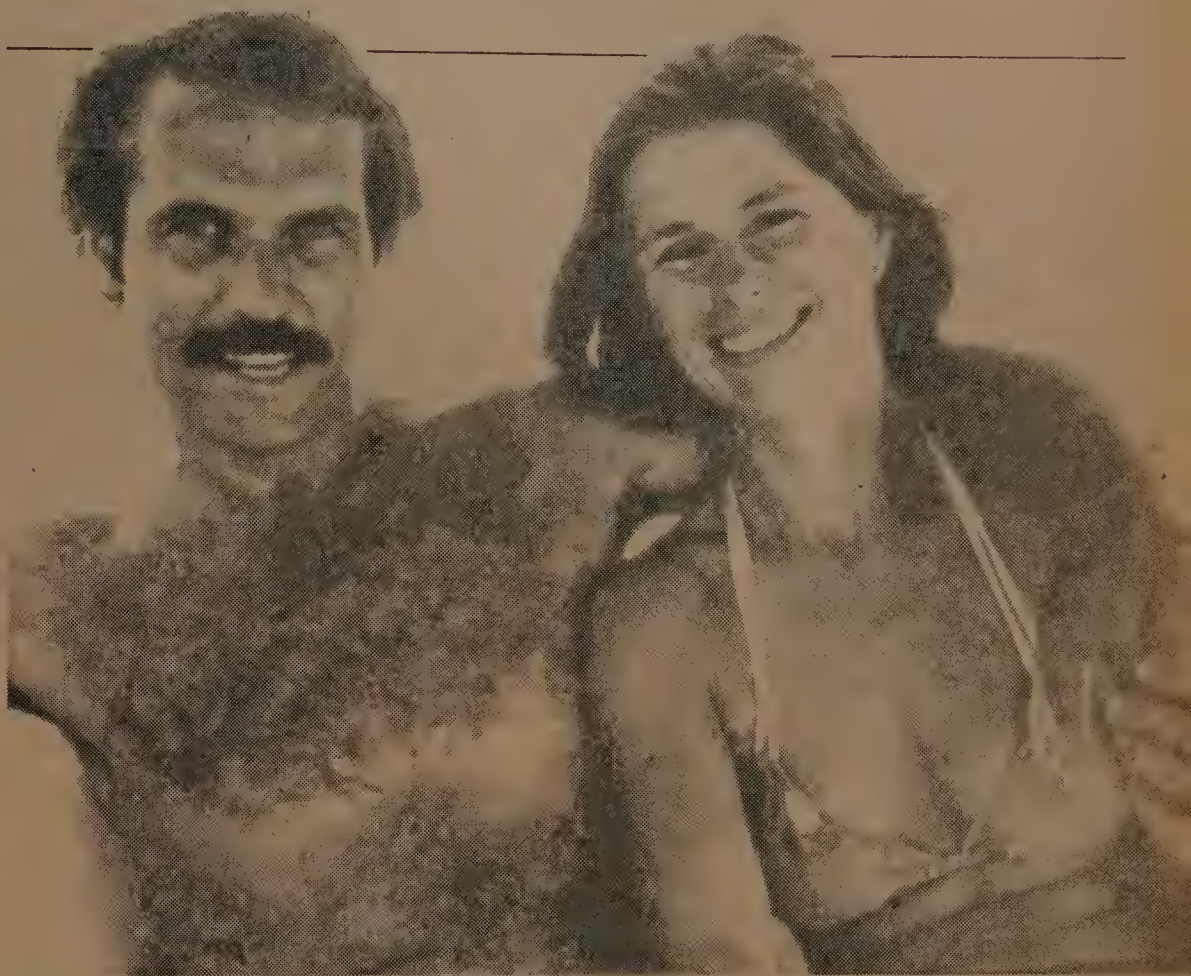
The Mexican Navy is alive and well in the middle of the Pacific.





from the tide pools we returned to *Crescent Star*. Soon they were cleaned and the well pounded muscular feet were frying in butter as are abalone, which these chiton resembled in taste. It is unlikely that we will bypass these savory tidbits again.

After two days with no sign of human activity save an occasional fishing boat cruising by in the distance, we set sail along the western side of the island. Farther south the island is less green and exhibits more cactus, lava, and ash; and the coastline is marked by numerous precipitous cliffs and high, flat plateaus. One-half way down the western seaboard lies Grayson Cove where fresh water may be had from a spring which issues from rocks at one end of the boulder beach. Upon the rocky face above the watering spot is carved a "W" that marks the spring, but it is not easy to distinguish. Although we wanted to top up the tanks prior to the long passage to French Polynesia we refrained from going ashore because the wind was whipping up a good chop and the anchorage was not only unsafe, but landing a dinghy on the beach would have been perilous at best. Instead we



Richard and Sandy Clopton enroute to Raiatea.

headed for the south end of the island and Bahia Braithwaite.

In nine fathoms we set the anchor and soon were joined by some rust-streaked fish boats. The first arrival dropped its anchor but did not back down to set it. A second boat slid up and tied to a line cast from the stern of number one, then number three tied up in turn to the stern of number two. In summation, there were three fifty foot rust buckets on one anchor swinging close in front of us, sweeping the anchorage, and intimidating your dauntless voyagers. The fishermen of course considered the situation amusing, and in short order four of them rowed over to ask if we wanted a fish for our dinner. Following our affirmative reply we were quickly boarded by two of the men and the others returned to pick out a fish. Moments later they were back with a *Cabrilla* the size of a golf bag, and perhaps a bit large for dinner for two. When I explained that we had no refrigeration they were surprised and after a short conference one of them of-

fered to show us how to salt and dry the fish to preserve it. They spent some two hours aboard and we talked over canned sardines, dried fruit, and tequila. During this time one of our guests patiently fileted, then slit and covered the fish with coarse salt, finally placing it in a plastic bag. They departed in good cheer laughing and waving as they rowed away, and a short time later they reanchored to give us room and a good night's sleep.

In the morning we washed off the salt, seasoned the fish and placed it in the sun to dry; and after three days in the hot sun the filets were dry and stiff. The fish kept well, for the last piece eaten a full six months later was as good as the first.

Our bay was tranquil after the fishing boats had departed, but the island was alive with activity and in the next bay five Mexican warships lay with flags and pennants flying, and clutches of men milled about on shore in starched, white uniforms. We had walked from Bahia Braithwaite to see the Naval Comman-





# SOCORRO

dant in order to announce our arrival and to request drinking water which is produced on the island from brackish well water by means of a desalinator. Our appearance was only an hour after the departure of Lopez Portillo, the President of Mexico. When we located the Commandant he was working on a big lunch and apparently copious quantities of liquor to celebrate the end of his ordeal. Though a bit unsteady, he was quite gracious; kissing Sandy's hand, whispering "encantado", and making a great show of inspecting and signing our papers. He assigned a man to see that we received all the water that we needed, and wished us well in the days ahead. I cannot properly relate the friendly helpfulness of these people. One man dressed in what appeared to be commando garb helped us carry our water jugs to the dinghy and told us a bit about the island. He had been stationed there for more than a year and had not returned to the mainland during that time. Socorro was to be his home for yet another year, but he noted that the training he was receiving would help to obtain a good job when he left the navy and this thought made the isolation bearable. When asked about hurricanes he recounted that he knew of one that had passed the island damaging their radio antenna with its 200 KPH winds. Socorro lies at a latitude (approximately 19°N) where hurricanes recurve, and the encounters with them have been numerous.

As we spoke some men struggled past carrying two dead sheep on a tree limb, one of which had been gutted, and the other, a small lamb, rode precariously inside the carcass of the larger animal. Our friend estimated that there were three thousand of these creatures roaming wild about the island, and we discovered later that the sheep were originally brought to the island in the 1920's by a company from the U.S. When the company withdrew the people tending them, the remaining sheep were the sole inhabitants of the island, and multiplied to become a source of fresh meat for the naval personnel



Academy Bay

which arrived years later.

As our conversation turned to the human inhabitants of the island, we found that the settlement was comprised of approximately 180 civilians and 200 military personnel. The civilians were engaged in building roads and a base for the Mexican Air Force, and these workers live on the island with their families. That Mexico feels a need to have five ships, an air base, and hundreds of warriors three hundred miles from its coast is a circumstance which evokes the observation by Groucho Marx that military intelligence is a contradiction in terms. Whatever the reason

for this encampment, the memory of the island and its hospitable people will not be forgotten.

In all, a week was spent at Isla Socorro which was marked by thorough enjoyment. As we departed, I recalled the words of Mark Twain:

Travel is fatal to prejudice, bigotry, and narrow mindedness . . . Broad, wholesome, charitable views of men and things cannot be acquired by vegetating on one little corner of the earth all one's lifetime.

— richard clopton

## OUR BOAT

In November 1978, Sandy and I departed Alameda for a 10-month, 9,000-mile voyage along the coast of Mexico, west to Socorro Island, through the islands of French Polynesia and finally to Pago Pago, American Samoa.

Our boat was a Pearson Vanguard, a 32-ft. fiberglass sloop designed by Philip Rhodes, and built in 1966.

The Vanguard, with her moderate displacement, full keel with cutaway forefoot, solid construction and good

storage and interior space, fulfilled most of our requirements.

She was easy to handle, stable downwind, and made good passage times compared with other yachts. She averaged over one hundred miles per day on each leg of the trip.

There are many Vanguard's sailing San Francisco bay, and their cost, in comparison with some new cruising boats is quite low. A good Vanguard lists for twenty-seven to thirty-six thousand dollars.



**Congratulations to**  
D. Skinner and "JAZZ"  
First to Finish — First Corrected  
PHRF-A Swiftsure

**and to**  
George Sakata and "LEIKO II"  
Second to Finish  
PHRF-A Swiftsure



# OLSON 30

pacific boats inc. • santa cruz • (408) 475-8586



# BOY WONDER

The inaugural U.S. Open 18 Foot World Championship, hosted by San Francisco Yacht Club and sponsored by Coors Beer, was everything promised. From June 20 to 28, the Bay winds blew, the 18's flew, and Iain Murray, the 22 year old 'boy wonder' of Australian sailing, dominated the series with crew Andrew Bucklin and Don Buckley aboard their red and white Color 7.

The arrival of professional dinghy racing on the Bay was much heralded, as were the visitors from Down Under in their sleek and racy craft. Pacific Astralia Direct Lines shipped in five boats from kangaroo land. Press, magazine, and tv reporters drooled over the carbon fiber hulls with hydraulic shroud adjusters, four masts for different wind conditions, and an accompanying myraid of mains, jibs and 'kites'. Each time the sailors hit the water, photographers in speedboats and helicopters swarmed about, gunning their engines to keep up with the trapeze powered bombs as they skit-



A start at Knox.

Setting up the boats at the yacht club — a tricky business.



tered across the water at 25 knots.

Murray, four time winner of the official World Championships (held either in Australia or New Zealand each year) laid down the law early. In the warm up Belvedere Cup, Color 7 and *Pacific Harbor Fiji*, driven by John Winning, shot to the early lead. *Pacific Harbor Fiji* carved out a handsome lead on a long, flood tide beat up the City Front and held on the reach over to Angel Island.

But on the ensuing beat up to Yellow Bluff, Murray went further north in a dying breeze, caught a shift and blasted home with a comfortable lead. The only other boat to finish was local hero Jeff Madrigali. The rest either crashed and burned or just packed it in waiting for the real racing.

Color 7 was never in serious trouble after that. Oh sure, they capsized in two races, but with their superior teamwork



# FROM DOWN UNDER

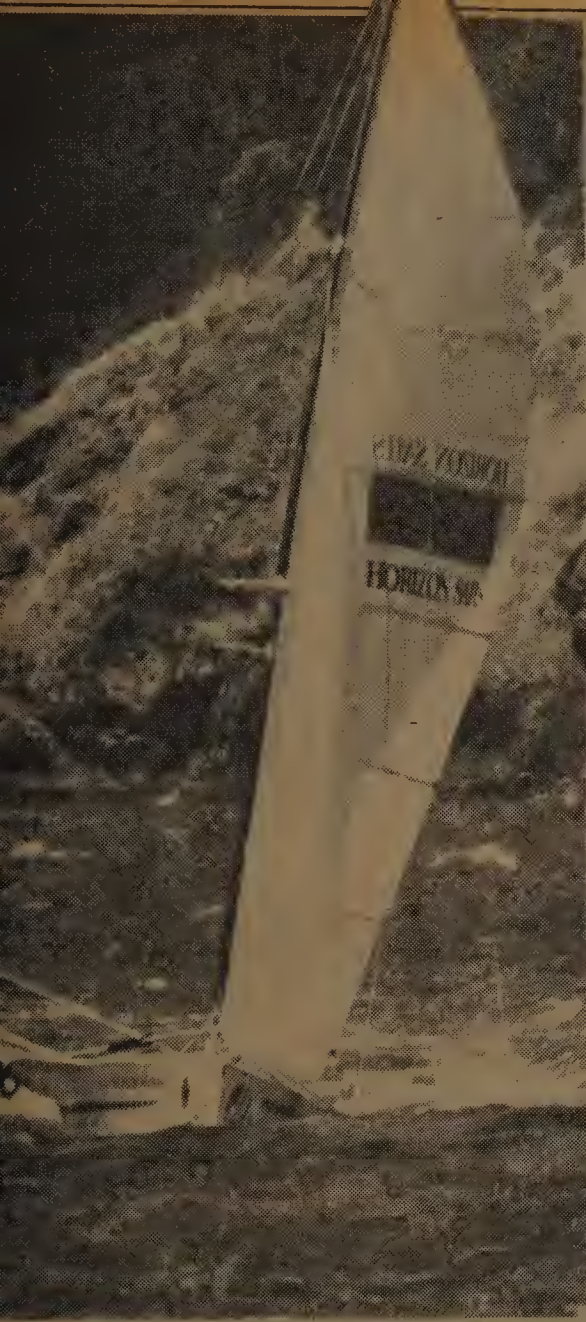


PHOTO BY DIANE BEESTON

Over easy for **Color 7** who don't play conservative, but still win.



PHOTO BY DIANE BEESTON

and boat speed they were always back in it by the end. On the last day, Murray had the trophy sewed up, so he traded jobs with RC chairman Vito Biella. Vito missed winning the race by a nose.

Murray is no stranger to championships. For the past eight years he's been copping local, national and world skiff titles. A hefty, ruddy cheeked Aussie with a mop of jet black hair, he has the seriousness reminiscent of another 'boy wonder' — John Bertrand of Laser and Finn fame.

A consummate professional, Murray is all business when it comes to 18's. With the aid of his father, a retired mechanical engineer, Iain designed and helped build *Color 7*. During the Sydney sailing season from September to April, Murray, Bucklin and Buckley race two days a week and practice four. Bucklin makes sails for 18's and other boats, and Buckley rigs the boats. Their sponsor, a local tv station, writes them a blank check for expenses, which can add up to \$100,000 a year.

The other top Aussie boats are also sponsored, but their budgets aren't quite as lavish. Some of the sailors even have to work honest jobs. Second place skipper Peter Sorenson is a lawyer. A former Olympic sailor, Sorenson knows he's good tactically, but he can't match Murray's teamwork and boat handling resulting from long hours on the water. Sound familiar?

And then there were the Americans. Pakhtun and Naim Shah had their brand new Coors creation ready in time, as did Dave Hulse and Brad Chrisman in their *Horizon* number. Both, however, still had serious bugs. Hulse kept breaking his mast and the Shahs kept dumping. Each only finished three out of the six races.

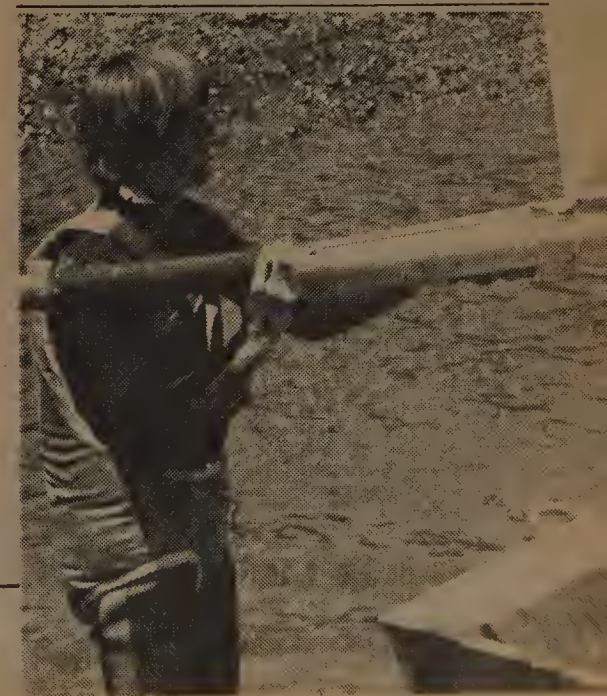
Taking the slow but steady approach and thereby winning the 'Yank' division was Southern California entry,



Tiller, rudder, centerboard, and tiller extension: all must be installed in the water. Cold water.



The only place to stow the oversized spinnaker pole is next to the bottom.





# BOY WONDER

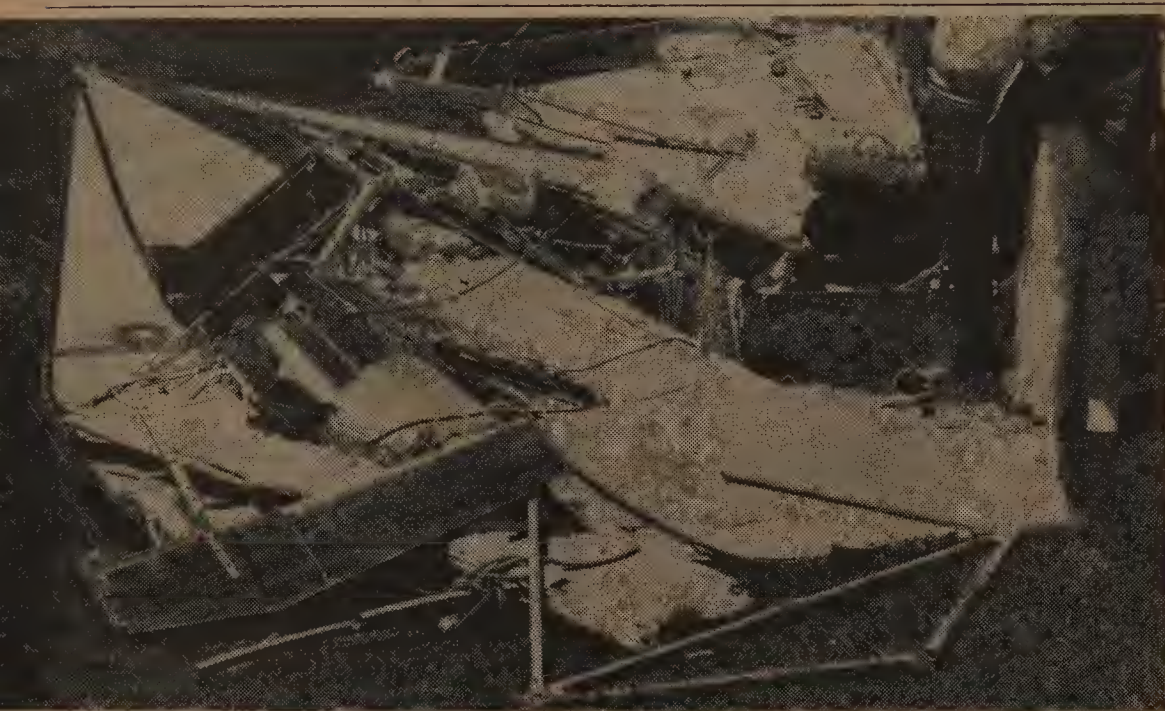


PHOTO BY DIANE BEESTON

dening innocence.

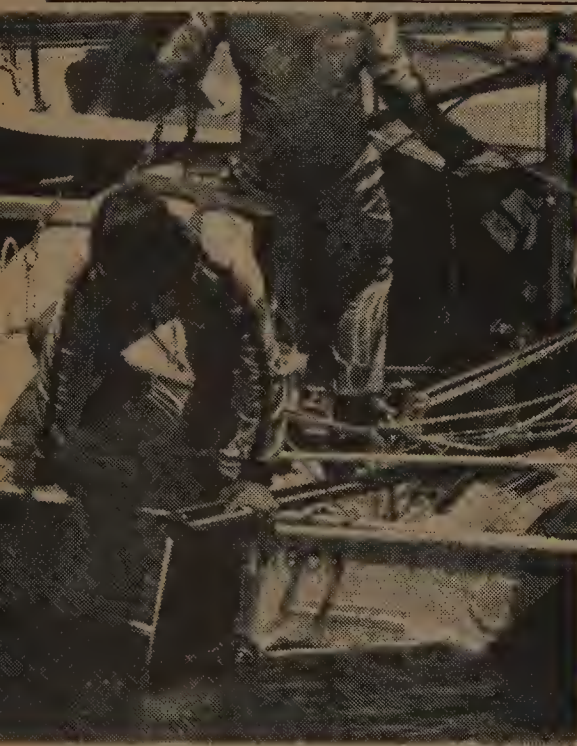
The two heaviest casualties of the series, which saw an average 20 to 25 knots of breeze and a good chop, were *Stubbies* and *Crazy Horse*.

*Stubbies*, sponsored by an Australian clothing manufacturer, was a vintage (2 years old) Australian boat chartered to New Zealander Ted Bland. In the second race, the boat blew up on the bay.

"She just broke in half," said one observer. "It looked like someone had put a bomb in her. They fished out the pieces and shipped them back to Australia in a box for the insurance

The *Stubbies* entry hit a wave like below and ended up in pieces — at left.

David Hulse getting it together.



*Travelodge*. Andrew Graham and his crew Mark Hughes and Hans Dose sailed the seven year old Bruce Farr wood hull.

*Travelodge* didn't even have the new wings that most of the other boats sprouted, and they flew a severely reefed main. By virtue of finishing every race, sometimes literally miles behind the rest of the fleet, Graham won himself \$100.

"We just had a lot of fun," commented middleman Hughes with mad-

PHOTO BY DIANE BEESTON







The spinnaker runs from Crissey to the finish at Knox were spectacular.

PHOTO BY DIANE BEESTON

PHOTO BY DIANE BEESTON



Hanging out.

company." RIP.

*Crazy Horse*, the Shah brothers' old boat, was on loan to Jeff Madrigali, Paul Cayard and Zack Berkowitz. Jeff originally saw himself as the dark horse of the regatta, but soon changed his view and the boat's name.

*Crazy Horse* port tacked the fleet at two starts and had good first beats (or half beats anyway), but the sophistication of the rest of the fleet was too much. After ripping up the borrowed boat rather badly, Madrigali decided it

**Coors** and **Color 7**, the Americans running tight with the top Aussie boat — heck, the top boat in the world.

PHOTO BY MIKE MONAHAN







PHOTO BY MIKE MONAHAN

was time to quit if he didn't want to own it outright.

Sponsorship by Coors and racing for money (first overall was worth \$500 and there were purses for daily races, too), added another dimension to the

event, especially with the planned inauguration of the PYRA racing next year.

PYRA sponsors are looking at 40 footers with price tags for a year's campaign on the order of \$400,000 to half a

million. 18 sailors feel their smaller, faster skiffs make more sense.

"I've gotten more sponsors for my campaign than those 40 footers will get," says Pakhtun Shah, who was one of the driving forces in lining up Coors' support.

"A sponsor for one year's 18 campaign could pay \$100,000 for the whole show: boat, rig, sails and a trip to Australia. If he gets his name in several newspapers, the boating magazines, and a few 20 second spots on tv, hey, that \$100,000 is a bargain."

Naim Shah adds: "This is grand prix racing. Sure you could race big limousines like those 40 footers will be, but it's more exciting in 18's."

Besides," he concludes, "the 18's are already established and there's something to shoot for — figure out how to beat Iain Murray!"

— **shimon-craig van collie**

## COME SEE THE O'DAY 28 ONE TIME ONLY PHENOMENAL SAVINGS!

### O'DAY 28

L.O.A. ....	28'3"	Disp. ....	7,300 lbs.
L.W.L. ....	22'11"	Ballast, (keel) ....	2,350 lbs. lead
Beam ....	10'3"	Ballast, (CB) ....	2,725 lbs. lead
Draft, (keel) ....	4'6"	Sail Area ....	369.9 sq. ft.
Draft, (CB) ....	3'3" up; 6'10" down	Mast above water ....	40'1"

Sailboats South Inc.  
1500 Maple Street  
Redwood City, CA  
(415) 368-8214

Clara Clipper Sails  
3410 Monterey Road  
San Jose, CA  
(408) 226-4661

## Refrigeration for the Serious Cruiser



TECHNAUTICS

- Engine driven for efficient operation
- Long hold over capacity using S.S. holding plates
- Reliable equipment specifically designed for marine use
- Engineered specifically for your needs

### Sales & Custom Installation by:

*Edinger Marine Service* (415) 332-3780

399 Harbor Drive, Sausalito, CA 94965

Heating — Electrical — Corrosion Control

## YACHT INSURANCE

Good  
insurance  
coverage  
is good  
business.  
Good  
insurance  
coverage  
starts with

**Sheridan Merrick  
and Company**

350 California Street  
San Francisco, CA 94104  
(415) 956-6620

FOR ALL YOUR SAILMAKING NEEDS,

SEE US



**LEADING EDGE SAILS**

— your full service loft on the Peninsula —

Call Steve Toschi

(415) 347-0795

1 North Amphlett San Mateo, CA 94401



# Hang Out On a Sailrider



## ***Northern California Dealers***

**Wind-Surfing Center**  
(415) 235-3775  
110 W. Cutting Blvd.  
Pt. Richmond, CA 94804

**Port of Call** (415) 345-9901  
1288 East Hillsdale  
Foster City, CA 94404

**Holgs Marine** (916) 929-9651  
901 Howe Avenue  
Sacramento, CA 95825

**Port & Starboard** (415) 961-3940  
2025 Old Middlefield Way  
Mountain View, CA 94043

### **Skips Sports**

● Corte Madera  
(415) 924-2892

41 Corte Madera Shopping Center  
Corte Madera, CA 94925

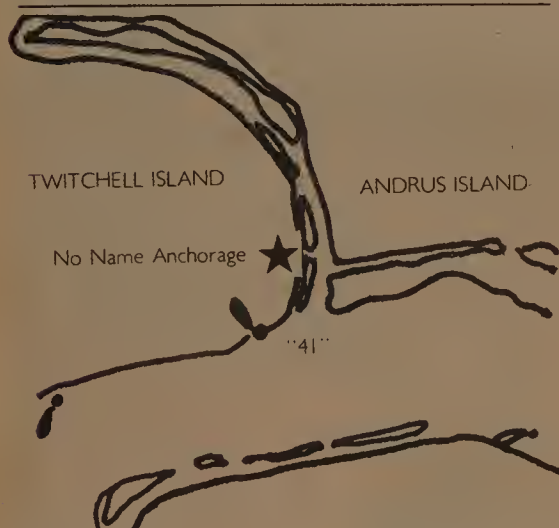
● Napa  
(707) 252-6055  
3144 Jefferson Street  
Napa, CA 94558

● Santa Rosa  
(707) 527-7050  
733 Fourth Street  
Santa Rosa, CA 95404



# SAY GOODBYE TO

You know what happens if you carry a sail in too much wind. You rip a seam, and if you're not careful, you'll lose the whole panel. It works the same way with people. If life starts throwing you a gale of trouble, you've got to reef down a bit or you'll come apart at the seams and end up in a smelly old sanitarium where nobody will visit you. A sailmaker can put a wrecked sail back in order, but all the awls and waxed thread in the world can't stitch your soul back



The 'No Name' is just past San Joaquin River marker '41', the star marks the spot. Use chart 18661.

together again.

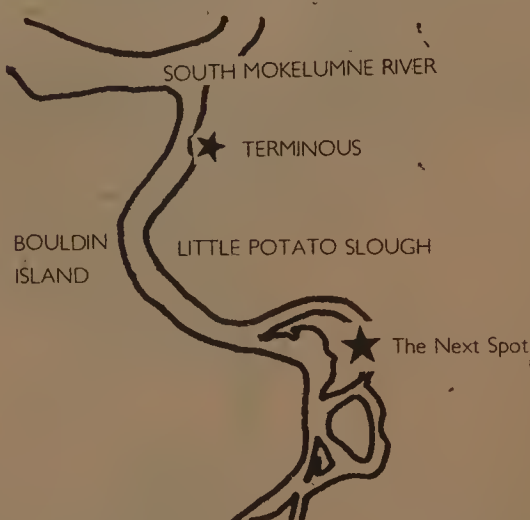
So, when the brisk winds and steep chop of life start putting your rail under, it's time to get yourself in your boat and whisk your transom up the Delta. Why the Delta? Figure it this way, there are four major causes of insanity: Telephones, newspapers, traffic, and waiting in lines. If you're on your boat up the Delta, you will have left most of these modern ills behind.

A surprisingly large number of active bay sailors have never been up the Delta, and feeling as bad as you do, we understand why you may not feel too confident about stumbling into yet another new unknown. Relax. We're going to call all the shots so you won't have to make any decisions — decision making, by the way, is the third largest cause of grief in the United States today.

## What you need.

The general rule is to keep with the basics. Bringing a member of the opposite sex is nice, also a deck of cards, two pairs of shorts, a bottle of Cutter bug lotion, an anchor, and a few avocados — and that should just about do it. If you smoke or drink, it's okay to bring your weed and alky, but the Delta's a pretty place and you might try checking out the scenery through focused eyes.

## Heading up



The 'Next Spot' is on Little Potato Slough near Terminous and the south Mokelumne River. Use chart 18661.

You've got all your gear together, now you need to know how long it takes to get there. We'll assume you'll be leaving from Alcatraz, so if you've got a 20-ft. boat you want to leave at 9:30, if you've got a 30-ft. boat you want to leave at 10:30, and if you've got a 40-ft. boat you want to leave by 11:30. Leaving on time should mean you won't have to use your motor at all, and will still be able to get to your first night's destination while there is plenty of light, all the better to anchor confidently and get acquainted with the warm life.

## On the way

Mayberry Cut is where you'll be staying the first night. It's a little spot across the river from Antioch. It's not Nirvana or anything, but it will do just fine as an interim spot between the bay and the depths of the Delta.

On your way up Mayberry you'll find

that the wind is behind you the whole time. The larger of your basket cases will deduce that this will mean beating to weather on the return trip. This is true, but you're not healthy enough yet to be thinking thoughts like that, so concentrate on how wonderfully warm the sun is. If you're really having trouble relaxing, you might take your pants off, as the warm breeze between the legs is nature's tranquilizer. But please folks, good manners require that you be a bit private about it so don't be discourteous and gross everyone out.

The trip to Mayberry is an easy one and requires only occasional glimpses at the chart. It takes effort rather than misfortune to run aground here, but some people still manage. The favorite spot is where the Sacramento and San Joaquin rivers divide, just after the Martinez Bridge. People apparently can't decide whether to go right or left and just plow straight ahead and into the mud. (Remember what we said about decision-making being such a big source of grief?)

If you can't read charts, you'll still be able to find Mayberry Cut. Just make a hard left at the second set of power poles west of the Antioch Bridge. The entrance to the cut isn't very wide, and since the current can run pretty strong





# ALL THAT CONCRETE

across it, you want to punch it as you go in.

## Mayberry Cut

Mayberry is a long narrow cut, fairly deep in the middle with steep sides. Always anchor on the west side, but make sure your anchor grabs well because the bottom is slippery and you don't want to wake up in Vallejo. People who are confused by anchoring tie to the bushes, and that works fine. Be aware that the current is strong here, and you've got to decide whether you are going to swing with it, or tie both bow and stern to shore. It doesn't make any difference which, as long as you're in agreement with your neighbors.

Your hull will scrape into the bushes on the west side, but they won't hurt nothin'. A million spiders will descend upon your boat, too, but they'll all freeze to death weeks later when they get their first taste of icy bay water.

So you're at Mayberry, you're tied to the bushes. Great! Now rustle up a little chow-chow, listen to the birds chirp, watch the industrial plants belch, and we'll see you in the morning.

## The next day

Mornin' pal! Feel better already, don't cha? Warm out, bright sun, and even a little wind to get further on up the river.

Since you are an expert river navigator now, we'll just give you directions to your next stop.

Zip on up the San Joaquin and under the Antioch Bridge, hang a right at False River, swing a left at Fisherman's Cut, then head back up the San Joaquin until you take the left turnoff at Bruno's and you're right next to the No-name anchorage.

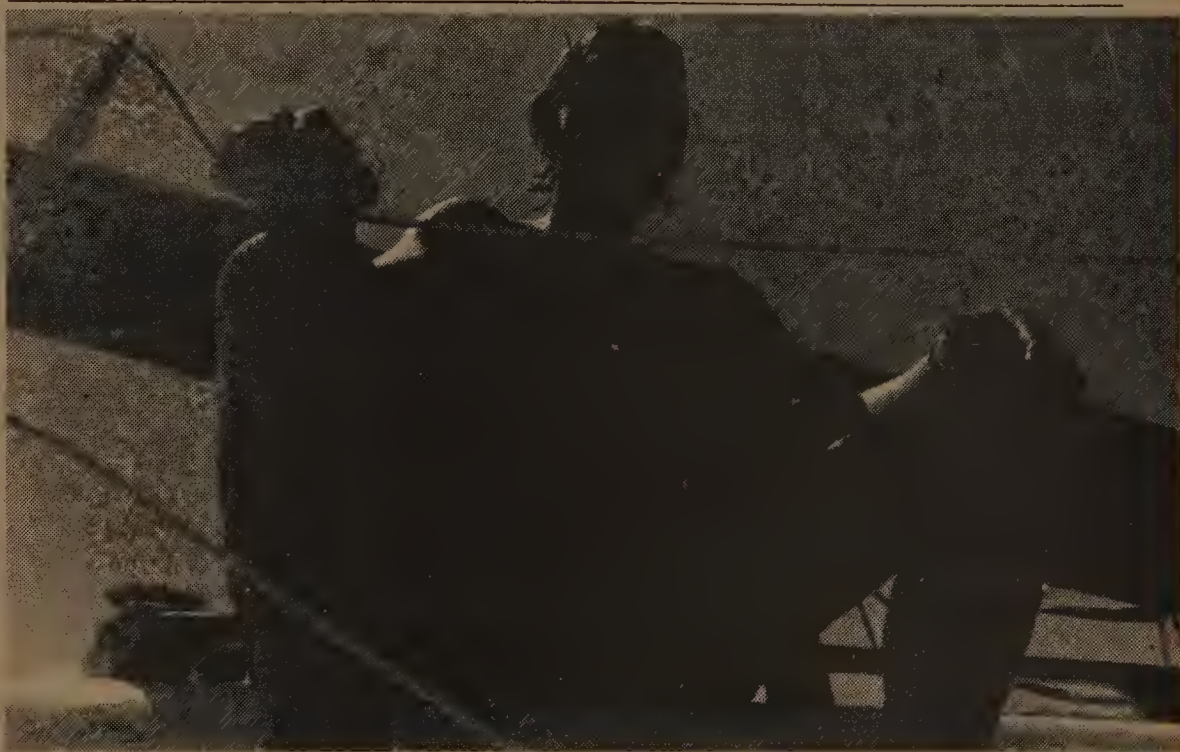
Before continuing, we ought to tell you we've done this route many times in boats that draw six feet, and if you're

name.

This is a fine spot, sheltered some from the wind, away from the powerboats, and comes complete with a nice place to swim and wild berries on the shore.

## The Delta Routine

Now that you've got that anchor down and are up in the Delta proper-like, there is absolutely no reason you have to move. We got no further in our first bunch of trips, and still had a great



○○○□○○○○□○○○○oooooooooooooooommmmmmmmmmmmmm, good sunshine.

Two bridges, one river.

at all careful you won't be running aground here either. The only two tricky spots are entering Fisherman's Cut — stay in the center of the eastern entrance — and leaving Fisherman's Cut — stay way, way, way over on the right, almost so you can reach out and pull the weeds.

## The No-name Anchorage

Allright, you've turned off the San Joaquin and headed toward Bruno's Harbor, but before you get to it, take the first possible left — it's a cut between two small islands. Head right up to the west shore, chuck your anchor onto the mud, and you are anchored at No-

time at this very spot. So just slip into the Delta routine, which is as follows:

1000, wake up. 1100, tan left side. 1200, drink a beer. 1300, scratch arm. 1400, swim 15 feet. 1500, dry off. 1600, tan right side. 1700, chew a little dinner. 1800, listen to a little mellow music. 1900, indulge in a vice of your choice. 2000, shut-eye time. To the experienced Delta-dawdler, this may seem rigorous and action-packed, but we've got to break the shell-shocked citizens in slowly. As life begins to slip by, you novices will learn to slow down a bit.

## Restlessness





The Divine Miss Em in the water . . .

# GOODBYE

boats out on the main part of the river. Second, it's a great place to go spinaker flying and third, it's just a winch handle throw from Tower Park, the ideal spot in the Delta for those needing a little "Urban Renewal"

The strange thing about leaving the evils of the city — telephones, newspapers, traffic, waiting in line — is that after a while, you start to miss

them. Actually, you just think you do, having forgotten how repulsive they can be. Tower Park has all of those evils, so you can row over and enjoy a little taste of depravity without being immersed in it. You'll return to your boat a poorer, but wiser soul.

Tower Park is perhaps the most modern facility in the Delta, and they do a fine job of keeping it clean. It's got

. . . The Divine Miss Em in the air . . .



After a few weeks — or maybe months if you've really got your pulse down — you may want to move on. The next spot doesn't have a name either, so we'll just call it 'The Next Spot', and you get there by doing the following:

1.) Get back on the San Joaquin and head east. 2.) Turn left at Potato Slough. (This slough is a big favorite for sailboats, so you may dally here a few days). 3.) Keep to the far left of Potato Slough all the way to Little Potato Slough. 4.) At Little Potato Slough turn left, and again stay to the left side of the slough. 5.) Right when you get to a green covered boat dock with named something like "Zucchini", turn right, proceed 300 yards, and anchor in the island tules. This is 'The Next Spot'.

## The Next Spot

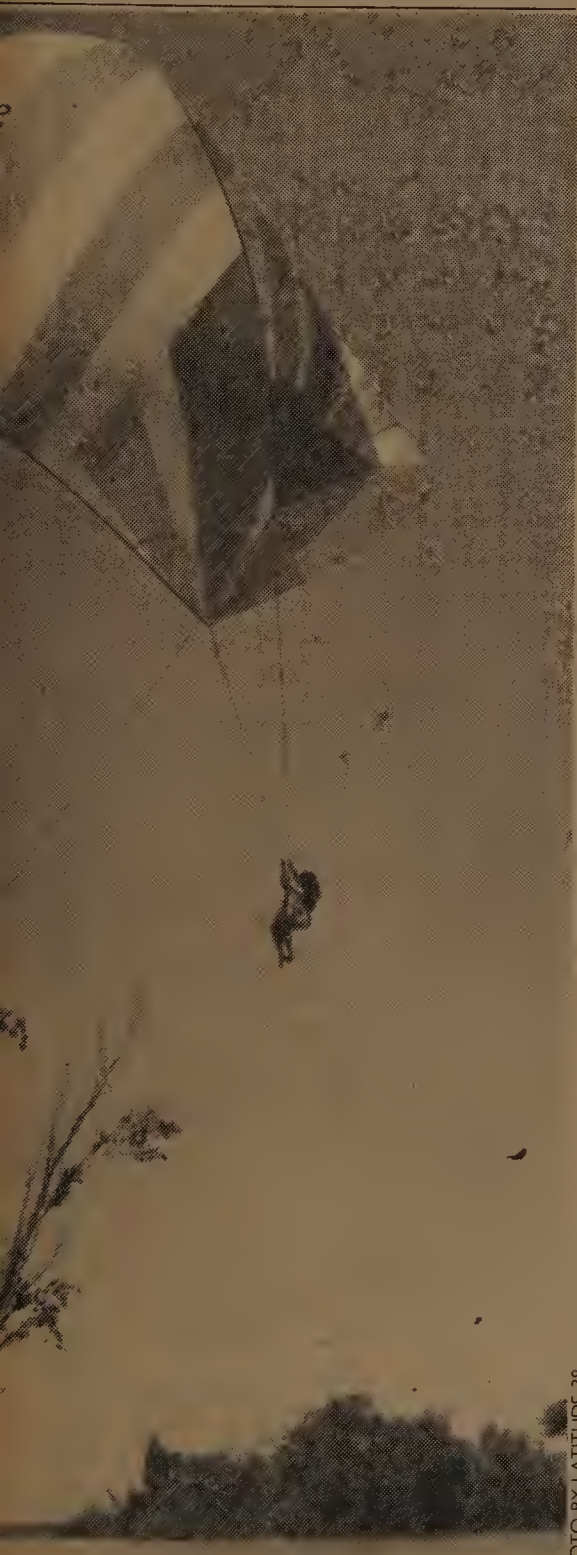
The Next Spot has several redeeming qualities. First, you've just anchored on an island that has a small house and dock, and so it has a posted 5 MPH zone, which keeps those smelly ski-



# CONCRETE

everything you want, guest docks included, a nice place to eat, something of a chandelry, and a heck of a friendly staff all the way around. Actually, the proper name of the place is Terminous, and there are some handsome painting of it's past.

Tower Park has the mandatory bar, and it has a fine agrarian view, considering you've just stepped off a sailboat. It's



Have you ever heard of anybody being seriously hurt spinnaker flying? If you have, please let us know.

patronized by some strange folks, many of them petrol boaters. They saunter up to the bar and order something called a "milkshake". You fill a tall glass full of ice, dump in a bunch of Kalua, some soda water, some milk, add a few dollops of Galliano, stir twice and cover with it whipped cream. It's a disgusting looking thing, and must taste even worse than it looks. But then, there's never been accounting for the tastes of powerboaters.

Tower Park — it's a nice place to stop for a change of pace.

## Time to Leave

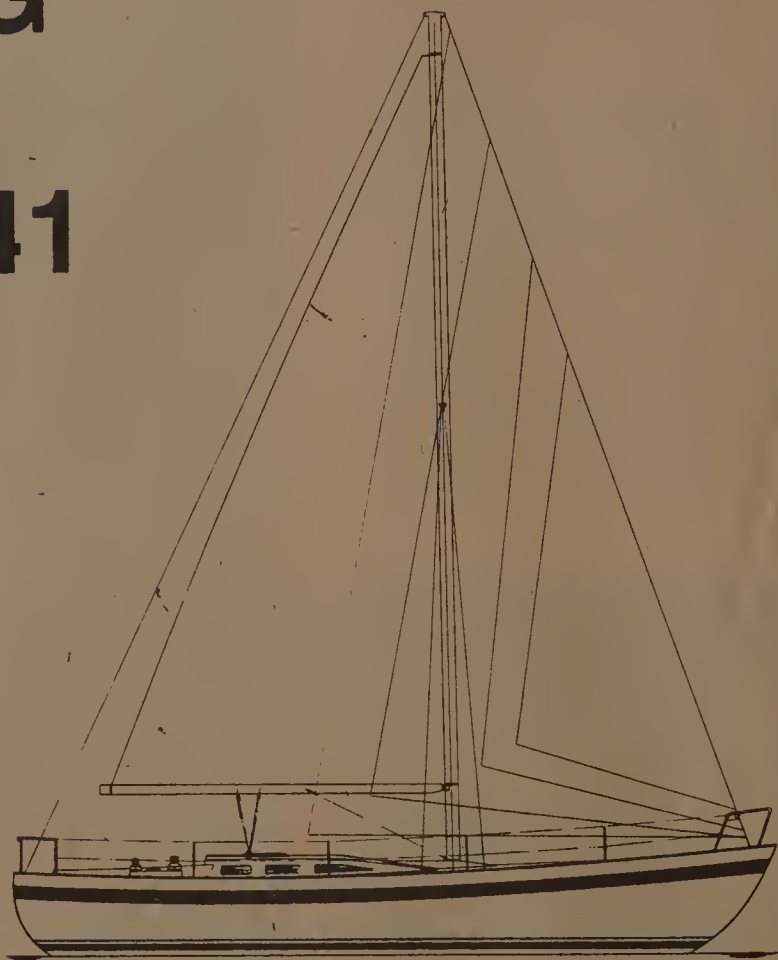
How does one know when it's time to leave? There are two unmistakable signs. The first is 6 or 7 consecutive days of rain. This means it's winter, and time to head for Mexico. The second sign is the arrival of your banker, demanding either the boat or money. Sit him down to a beer, point out how pale he is, speak of the evils of telephones, newspapers, waiting in line, and wonder if he's ever considered sailing to Cabo.

— latitude 38

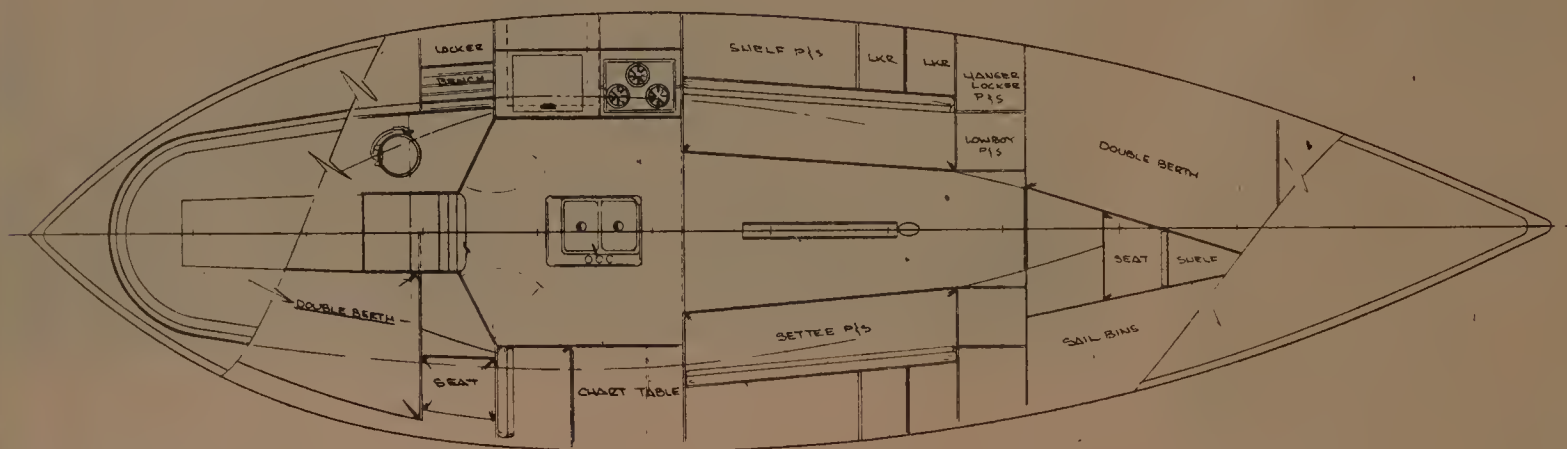


# INTRODUCING THE HALVORSEN 41

From the drawing boards of Trygve Halvorsen and Chuck Burns comes the Halvorsen 41. Halvorsen has been designing winning offshore yachts in Australia for years and concedes that this is possibly his best design.



***The Public is Invited to the  
Launching Party of "Temp-  
tress", July 19th at 5:00 P.M.  
At the Fifth Avenue Marina in  
Oakland.***



L.O.A.	41'1"
L.W.L.	34'
BEAM	11'6"

DRAFT	6'
BALLAST	10,000 lbs.
DISPL.	25,000 lb.

The Halvorsen 41 is designed for the cruising sailor that demands the finest in performance and accommodations. See if you don't agree that the Halvorsen 41 is truly the Ultimate in Cruising Design.

**ODYSSEY YACHTS**  
NO. 1 FIFTH AVENUE  
OAKLAND, CA 94606

**(415) 465-7932**





Bang!

# KAUAI TRANSPAC

Talented, eager, but without much experience. That pretty much sums up the first half of the Ballena Bay YC's first TransPac to Kauai — both for the organizing yacht club and for much of the fleet.

All things considered, the Ballena Bay YC really outdid itself in fulfilling club member Hal Nelson's dream for hosting a TransPac race. To this date the administration has been working smoothly, from the prerace social activities, to a good start, to the ongoing communications with the fleet, and *Merlin's* Kauai welcome. A big congratulations go out to all those who made it happen, and particularly the Kauai Race Committee of Joseph Oakey, Emmett Ramey, Vytas Pazemenas, Rick Stover, Carl Lyle, and Kathy Sugit.

No, they're not perfect, but the problems have been minor and usually have only resulted in inconveniencing the

club. For example troubles with the computer contract to figure the handicaps prevented the club from getting results published in newspapers, thereby losing tremendous publicity value for the club. Another minor pro-

'Restless' Robert Lewis sailed the 1939 San Francisco to Honolulu TransPac.



blem was crowd control back at the club. Little did they realize how many interested folks would be wandering in, calling on the telephone, and embellishing innocent radio reports into horror stories — such as the one suggesting *Merlin* had lost a crewman. The next time they'll be even more prepared.

Appropriately perhaps, the great majority of the entries were as new to TransPac-ing as was the yacht club. Of the 39 boats entered, we figure that no more than 7 of them had ever gone TransPac before, and maybe less. For many boats, skippers, and crew, this would be their first ocean race, and that may reflect on why there have been a relatively high rate of boats dropping out.

Interestingly enough, in the IOR division where most of the veteran TransPac boats and crew were, there have been no boats that have retired.



# KAUAI

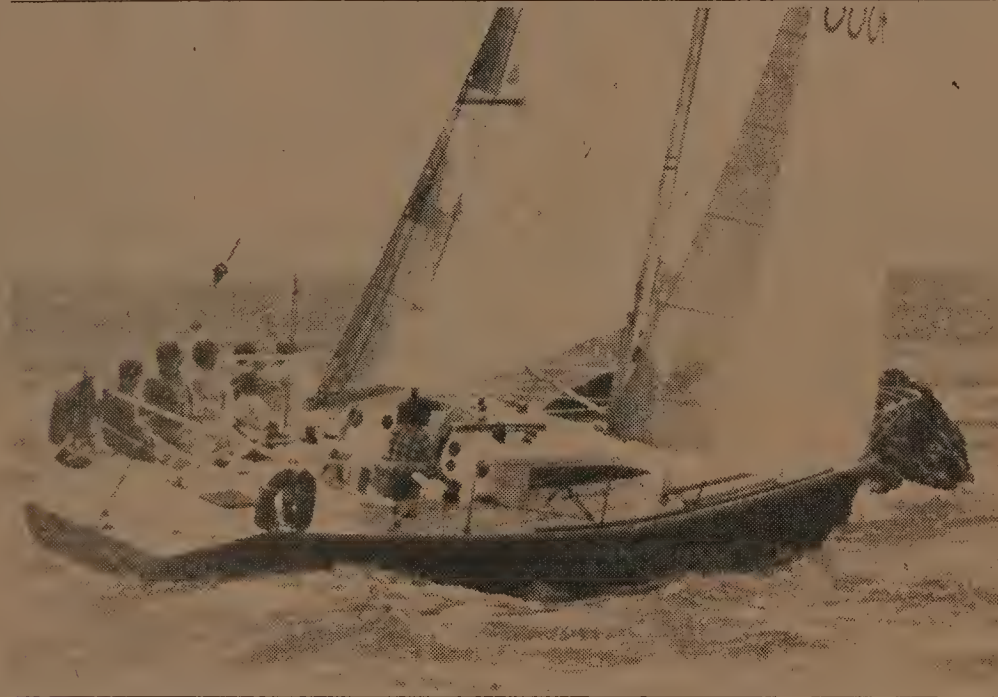


PHOTO BY SUE ROWLEY

One day Dr. Jack Hoffman saw a boat he thought was named Huckleberry Duck, when in fact it was named Hurricane Deck. He liked the name anyway and has now had **Huckleberry Duck**, **Huckleberry Frog**, and as you can see, his latest boat is **Huckleberry Apple**.

Their only problem has been the lack of wind.

In the division featuring the largest PHRF boats, 3 of the 9 entries have retired. William Hall's *Corsair* reported that she had some problem and was dropping out. Later word reached race headquarters that she had run aground at the mouth of the Santa Maria River near Pismo Beach. Exactly what circumstances lead to such a turn of events is something we'll have to try and track down.



Dean Treadway's **Sweet Okole** skirting Mile Rock. (Below), Mal Weaver and Dick Pino of **Raccoon Straits**, the boat had four Santana 35 owners aboard, but had to drop out.

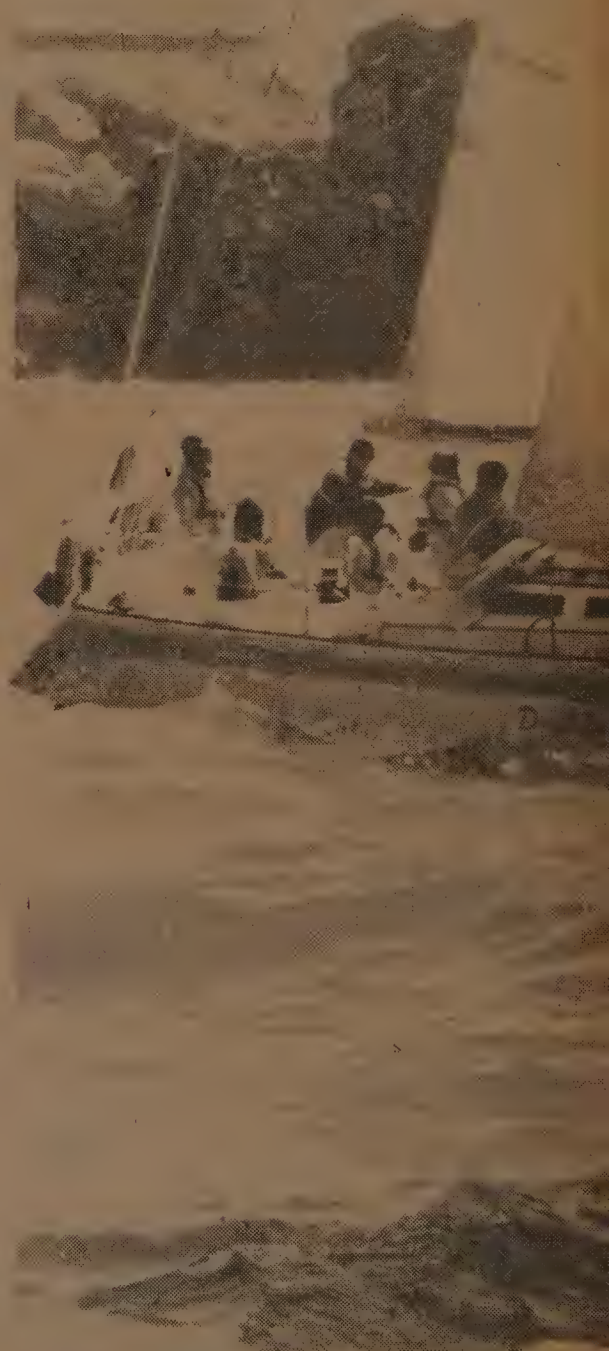
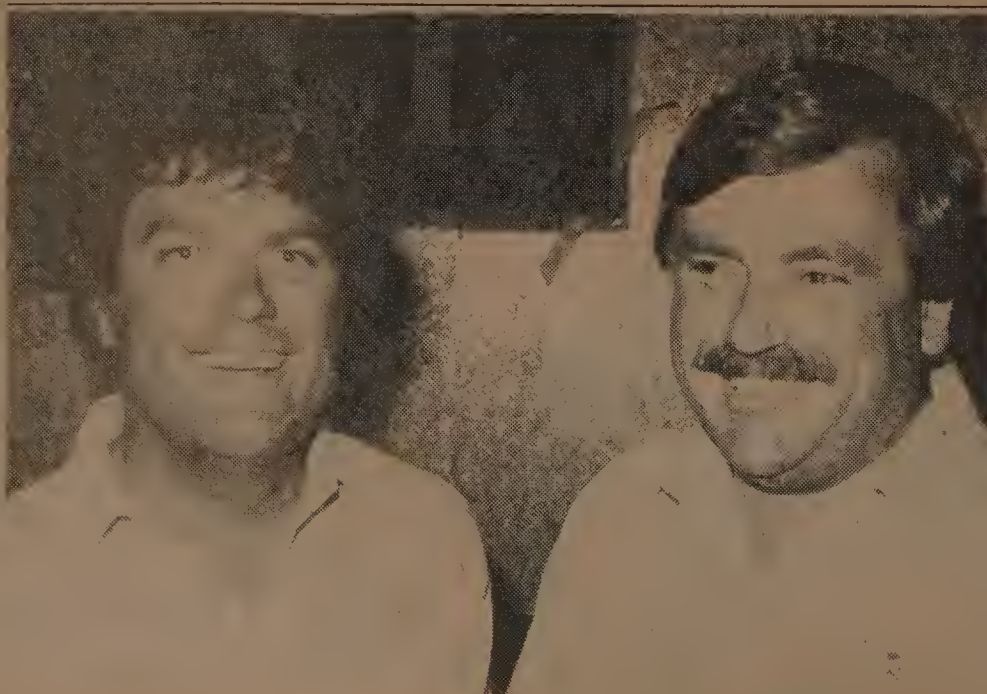


PHOTO BY LATITUDE 38



# TRANSPAC

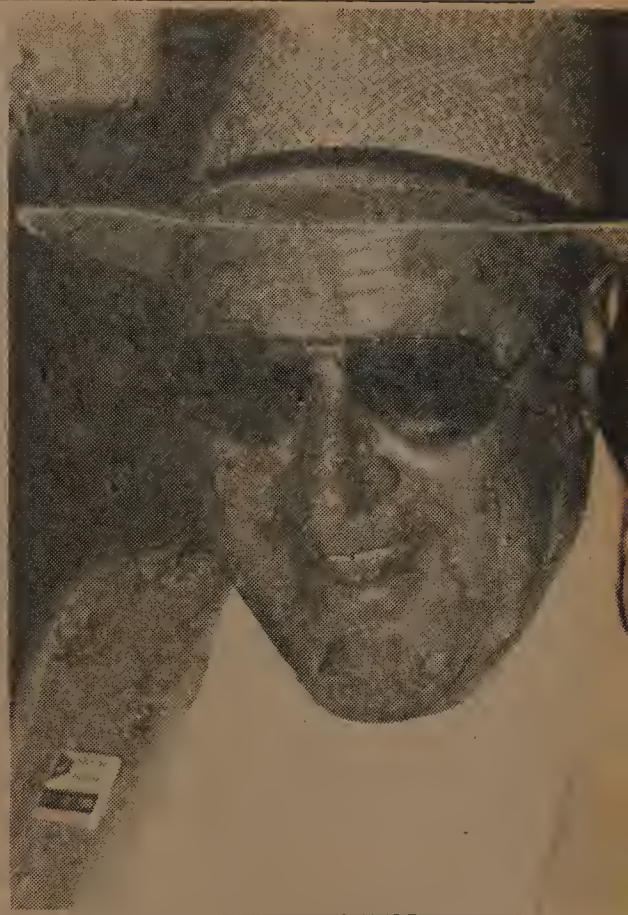
A second boat, Dick Pino and Mal Weaver's Santana 35, *Raccoon Straits* dropped out with rudder problems. One crewmember told us they had to pump 200 strokes every 15 minutes until they tired of the routine and sealed off the aft bulkhead with Splashzone and rags. The boat made it safely to Marina del Rey where a factory crew hopped aboard and immediately went to work.

*Dealer's Choice*, Don Wilson's Peterson designed Islander 40 also dropped out after being afflicted with several

minor problems. The topper was a broken boom which finished them off, much to the chagrin of the owner and crew who had been doing very well in the early going.

In PHRF Division II, two of the eleven boats have retired, although they barely started. *Josephine M* was late to the starting line, returned to port to pick up some forgotten gear and spend the night, departed again, and the next morning dropped out of the race in Santa Cruz. Strange stuff. *Tyche* also

Don Wilson's *Dealer's Choice* crosses Jack Hoffman's *Huckleberry Apple*, with Land's End in the background.



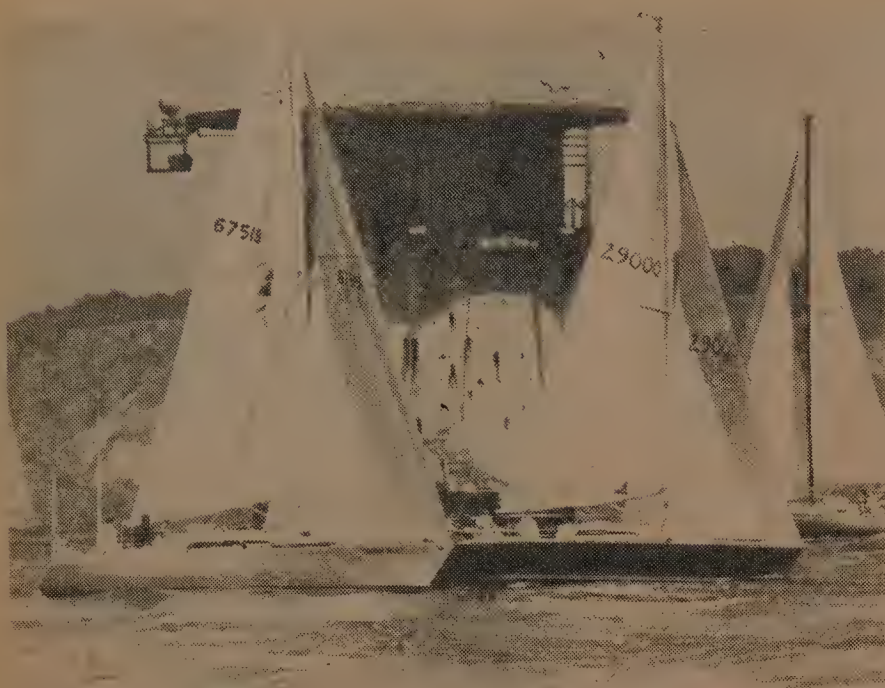
This was all Hal Nelson's idea.

dropped out in the early going, informing the race committee they were departing for a sailing vacation in the Channel Islands. They'll find them much closer, but nowhere near as tropical.

In PHRF Division III, one boat dropped out — or more accurately was driven out. Alan Leggett's Islander 30, *Accent* briefly abandoned the race when she saw what was later determined to be singlehander John Waite's distress flair from *Stormalong II*. (Waite's Ericson 35 was dismasted, but both he and the boat made Santa Cruz safely.) A day and a half later *Accent*, a documented vessel, was reportedly commanded by the Coast Guard to accompany the disabled *Raccoon Straits* until land was in sight. During the rendezvous *Accent* gybed, and took a wave in her cabin, knocking out her communications. Twice delayed and now hobbled, she followed the Santana 35 in.

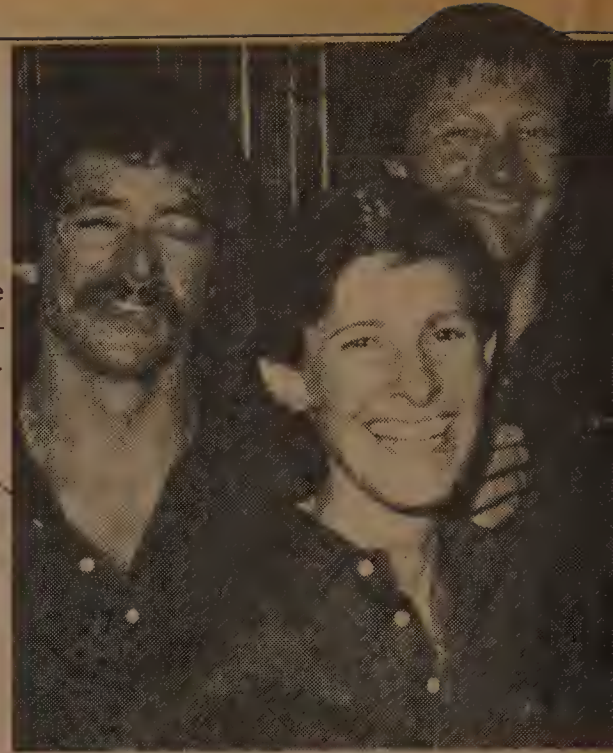
The incident that got the most play in the press was clearly the most serious situation, and involved Bill Hecht, skipper of the Santana 35, *Friendship*. The Coast Guard indicated his crew reported that he was hallucinating, had tried to jump overboard, and had threatened them. The Coast Guard flew





Timber Wolf and Sweet Okole wiggle around Mile Rock.

The Sweet Okole crew at the pre-race dinner.



(Below right) Corsair, built in 1914. Note the difference with Sioc, (below left), built in 1980.

PHOTO BY LATITUDE 38

medication out to the boat and the skipper was eventually transferred to a New Zealand vessel. The boat has continued in the race.

We cringed reading the headlines on this unfortunate incident, particularly in the *Examiner* which seemed to leave him appearing a bit of a villain. The poor guys name and hometown were bandied about freely with seemingly little compassion. We're not saying we know exactly what happened, but sometimes people are subjected to god-awful traumatic experiences in their lives, that if mildly duplicated in the future can trigger some pretty unfortunate reactions. Confined places, like a sailboat in the middle of the ocean, can frequently aggravate such a situation.

Details are still sketchy and may re-



Ray Pingree at the helm of Sioc, sister-ship to Wings and Acadia.

Russ Kubiak of Namu II samples an offering from crew Bob Billingham. When Russ' daughter wants to recall sailing in the tropics, she turns on a fan and a humidifier.

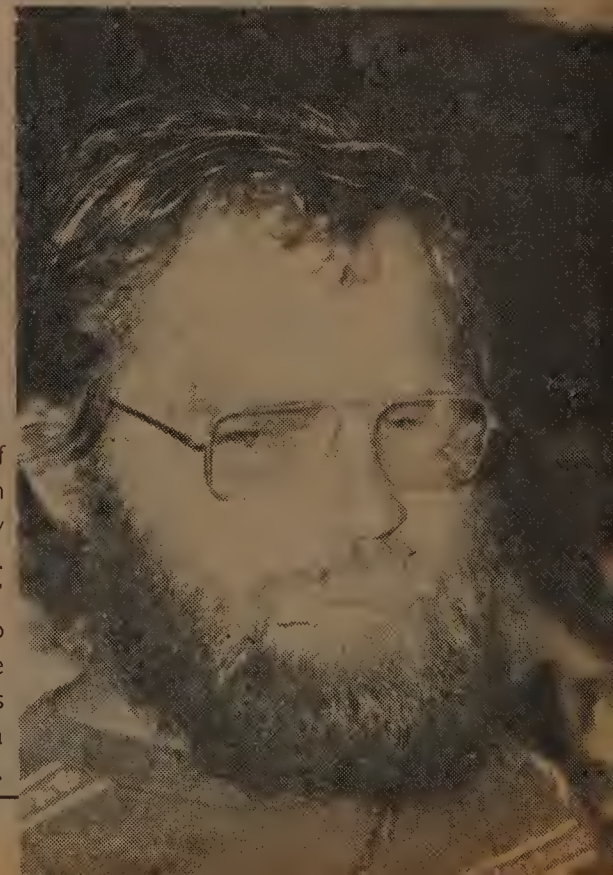






PHOTO BY LATITUDE 38



main that way, but we just hope the crew was able to cope alright during what had to be some rough days, and that the skipper is feeling better.

Buried in these few rather negative aspects of the race is that fact that the vast majority of the fleet is doing well and reporting be having a great — albeit slow trip. But imagine the tans they are going to have!

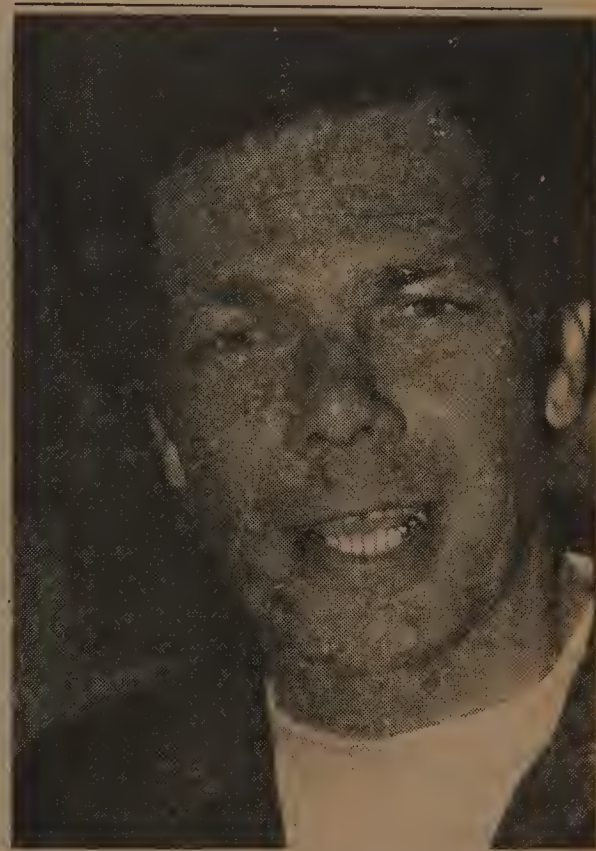
Of all the races starts we've attended, the Baker Beach start of the Kauai race was as scenic as we've seen. Skies were blue and clear, the bridge dramatic as ever in the background, and the cliffs of San Francisco lined with spectators. What a terrific place to start.

Unfortunately there was a strong flood and only light breezes with which to combat it. Unlike the singlehanders who got swept out in the morning ebb, the crewed boats had to crawl, scratch, bite, and struggle to get past Mile Rock. It was very, very slow going, with *Secret Love* making the best out of a bad situation and being the first to round Seal Rocks and head for the palm trees.

Five miles out the fleet found the best winds of the race to date. It blew briskly up to 35 knots, and the fleet was on a reach logging miles like crazy on a reach. *Raccoon Straits* reported a Loran-calculated 24 hour run of 250 miles before falling to rudder problems. After those first two days of good wind, boats either got south very, very fast, or lost the good breezes.

Norton Smith and the gang on *Merlin* did get south to stay with the wind, but even so had as poor a 24 hour run as 135 miles. Nevertheless her 10 day, 4 hour time would have won many a previous TransPac, and provides a good time for future racers to shoot at. As she pulled into Nawiliwili Harbor on Kauai, *Merlin* was showered with flowers from a helicopter, saluting what appear to be her wins in Class, Fleet, and of course, Elapsed Time. As she sailed in toward the festivities awaiting at the Kauai Surf Hotel, the remainder of the fleet was still 650 to 1250 miles at sea.

They'll be more on *Merlin* and the



James Richmond, owner of the Burns-designed *Rolling Stone*. Tom Harney owns the Swan 55 *Andiamo*, but will gladly sell you his boat to buy *Swiftsure*.







The accepted currency for wagering on yacht races is Mount Gay rum. Roger Wales (center) and crew (from left) Steve Baumoff, Cliff Stagg, David Hodges, and designer Chuck Burns (who is not going) have cases and cases on the line. Boat for boat they claim only **Merlin** and **Secret Love** will get to Kauai before they do on **Foreplay**. We'll see — and drink to that.

## Crewed TransPac Starters and Standings

(As of June 26)

IOR I		PHRF I Continued	
<b>Merlin</b> Lee 67	Norton Smith Finished 10 days, 5 hours	<b>Dealer's Choice</b> Islander 40	Don Wilson dropped out
<b>Andiamo</b> Swan 55	Tom Harney 625 miles to go	<b>Raccoon Straights</b> Santana 35	Mal Weaver dropped out
<b>Huckleberry Apple</b> Palmer-Johnson 49	Joe Hoffman 701		
<b>Sioc</b> Serendipity 43	L.A. Otterson 734	PHRF II	
<b>Secret Love</b> Santa Cruz 50	Bradley Herman 588	<b>Kotick II</b> Eichlerwedel/Holstein 48	Tim Tyler 722 miles to go
<b>Finesse</b> C&C 43	Dean Stiles 847	<b>Goldrush</b> C&C 35	Alan Morton 880
<b>Geronimo</b> Custom 48	Len Teasley not reporting	<b>Cadence</b> Fast Passage 39	Gerald Knecht 885
IOR II		<b>Isis</b> Mull 32	William Siegel 888
<b>Wovoka</b> Peterson 34	Charles McCuskey 843 miles to go	<b>Vicarious</b> Cal 33	David Jesberg 971
<b>Foreplay</b> Wilderness 30 SX	Hans Christian Yachts 810	<b>Restless</b> Hans Christian 42	Robert Lewis 1014
<b>Airborne</b> Peterson 34	James Tyler 862	<b>Cannibal</b> Islander 36	Joseph Weathers 1019
<b>Namu II</b> Cal Corinthian 39	Russell W. Kubiak 830	<b>Dubutante</b> Cal 36	Leonard King 1035
<b>Rolling Stone</b> Burns 36	James Richmond 994	<b>Serenity</b> Explorer 45	Ben Travis 1038
<b>Sweet Okole</b> Then One-Ton	Dean Treadway not reporting	<b>Josephine M</b> Warrior 35 (mod.)	Al Holbert dropped out
PHRF I		<b>Tyche</b> Ericson 41	Ted Perkowski dropped out
<b>Timber Wolf</b> Farr 38	Larry Harvey 634 miles to go	PHRF III	
<b>Sangvind</b> Cal 39	Jerald Jensen 723	<b>Pro Tanto</b> Ranger 29	Bob Stange 949 miles to go
<b>Axel Heyst</b> Custom 50	Harold Nelson 761	<b>Red Rover</b> Hans Christian 34	Stuart Sall 982
<b>Wild Hair</b> Santana 35	Orison Gooch 922	<b>Schuss Bunny</b> Ranger 33	Robert B. Moeller 1018
<b>Friendship</b> Santana 35	A.W. (Bill) Hecht 925	<b>Boundless</b> Independence 31	Stanley Mentzer 1158
<b>Blue Streak</b> Cal 39	Sam P. Whiteside not reporting	<b>Soufriere</b> Cal 3-30	John Tysell, Jr. not reporting
<b>Corsair</b> Anker-Jensen 63	William D. Hall dropped out	<b>Accent</b> Islander 30-II	Alan P. Leggett dropped out

final results in the next issue.

We figure it's only a matter of time before the Kauai TransPac will be known as the 'fast TransPac'. For one thing the course is 125 miles shorter — good enough to cut maybe 6 hours off a record run. The second reason is that the stronger northern California winds allow the boats a powerful reaching start rather than the light air beat that is common off Los Angeles. Indeed, **Merlin** made her best daily runs in the first three days, and not out in the trades.

When you combine those advantages for a record run, with a Kauai finish, and a Ballena Bay host club, you've got the start of what promises to be a great tradition.

— latitude 38







A Hans Christian 43...  
rugged, graceful  
and affordable.



Restless, pictured with over 2,850 sq. ft. of sail up is comfortably cruising at 10 knots. She follows in the tradition of other Hans Christian Yachts that have won such demanding ocean races as the Ensenada, Cabo San Lucas and Tri-Port. Experiencing the Hans Christian 43 is something no serious yachtsman should miss. Bred in the challenging North Sea with the ability to withstand even the most trying of conditions with confidence. The one piece hull of solid fiberglass and weight of the boat easily overcome the waves so there is no noticeable slowing when cutting through the water. Since she's a relatively stiff boat with a broad beam and full bilges it is hard to put the rail into the water without being oversailed.

The first mate will be pleased with the below-decks. This well planned all hand laid teak environment with berthing for eight will remind you of home. The large wrap-around galley, salon with drop-leaf table, a head compartment with shower and a navigation station are all features that make it a pleasure to sail or live aboard.

Partial List of Brokerage Yachts  
Sam Brooks—Yacht Broker

SAIL

17' Leisure Sloop & Trailer	\$ 5,300
23' Ranger	\$12,500
20' Cal	\$ 3,495
24' Yankee Dolphin	\$14,900
24' J-24	\$16,500
27' Coronado	\$12,900
27' Choate (Foreplay)	<del>\$22,900</del> \$19,950
27' O'Day	\$21,950
30' Cape Dory	\$38,850

30' Farrallone	\$38,995
32' Westsail	\$57,900
38' Downeaster	\$69,995
41' Caribe	\$65,000
41' Freeport	SOLD
44' Choey Lee	\$159,995
45' Coronado	\$86,500
49' Custom Ferro Catch	\$110,000

POWER

18' Kona w tlr.	\$ 5,100
35' Eagle Trawler	\$61,995
40' Bluewater Trawler	SOLD
44' Hunter	\$46,500
44' Pacemaker	\$99,495
45' Bluewater Sedan	\$99,950
49' Alaska Trawler	\$189,000
50' Grand Banks	\$190,000

• Hans Christian • Fast Passage • Wilderness

• Fox • B/J • Gryphon • Banshee • Topper • Dover Dory

**Hans Christian Yachts**  
Roger & Barbara Wales  
of Northern California

Distributed by: **Cruising World Yachts Inc.**

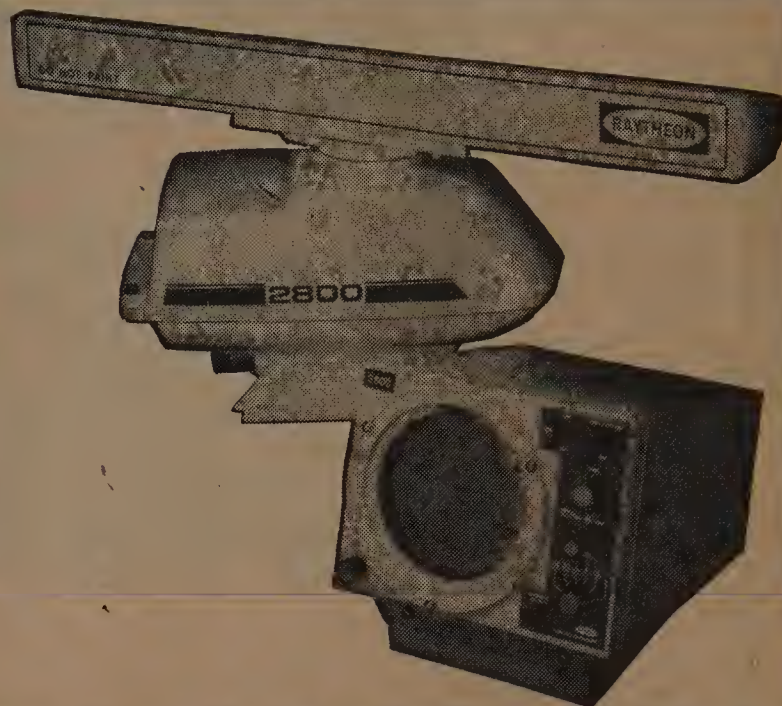
2415 Mariner Square Drive, Alameda (415) 521-1929 • 1120 Brickyard Cove Road, Point Richmond (415) 235-9880





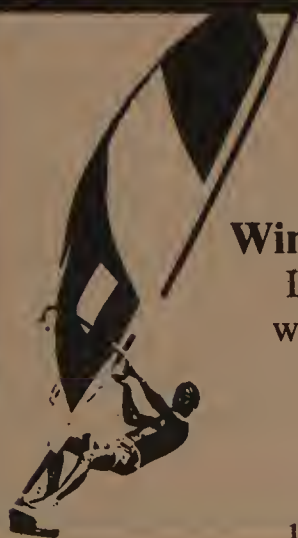
# BAYTRONICS CORPORATION

Stop By Our New Showroom at 2230 Livingston in Oakland



**Call Us Now for Factory Authorized Sale Pricing**

**(415) 533-5300    Limited Quantity    (415) 261-0100**



Windsurfer  
the ultimate  
sailing experience

**Windsurfing Marin**  
Lessons & Sales  
wetsuits provided

Ted McKown  
(415) 383-1226  
(415) 332-2777

1306 Bridgeway, Sausalito, CA

## MARINE INSURANCE YACHTS ★ COMMERCIAL

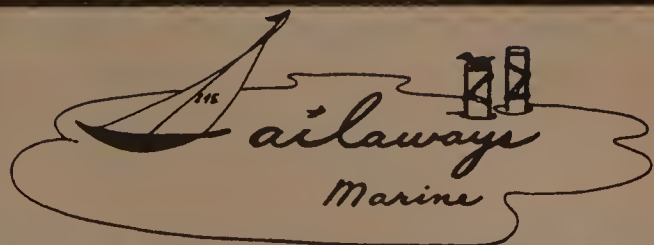
We will: ★ Obtain competitive quotes for you  
★ From 4 major insurance companies  
★ Within the same day you inquire.

Jim McGinnis  
**McGINNIS INSURANCE SERVICES, INC.**

110 Barbaree Way, Tiburon, CA 94920

Call: (415) 388-5048

Day or Night — 7 Days a Week



**Complete Marine Supplies at Affordable Prices**  
CHECK AROUND, THEN CALL US

Yachtcraft KX Boats 34' to 44'  
Southwind 32' KX Boats

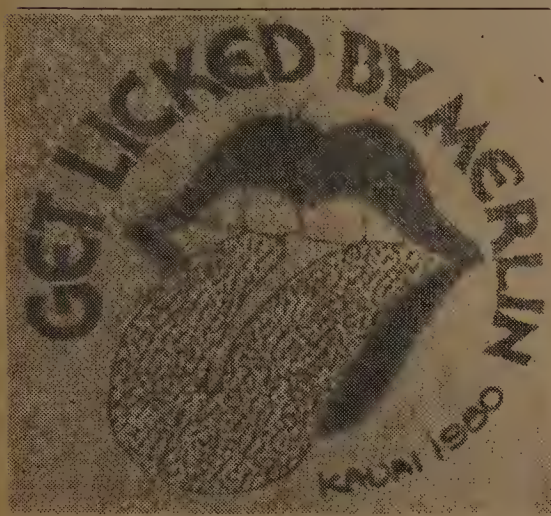
Boat Building Supplies — Repairs — Boat Building Space  
909 ELIZABETH ST., ALVISO, CA 95002 (408) 263-1453



• From Lasers to Luxury Liners •  
• Gold Leaf • Covestripes • CF#s • Graphics •

**RODERICK A. SMITH**  
(415) 332-5218





We've heard Bob Perry say how inspired he was after sailing on *Merlin*, and John Norheim once told us that a chance to do a Mexican Race on *Merlin* was not to be passed up. Yeah, we thought to ourselves after hearing these familiar sentiments, we'll try and remember that.

There's nothing like firsthand experience to make a believer out of you, and now we're going to walk around sounding like Bob, and John, and all the rest. *Merlin* is a gas. Friday the 13th of June, we got the chance to do a tune-up sail on *Merlin* with the crew that would take her in the Ballena Bay YC's Kauai TransPac. We don't suppose we have ever laughed so hard on a sailboat in our lives.

Since our average sailing is done on something smaller than 67-ft., even the breeze beat out the bay was a swfit thrill. There was a light chop in the Gate and we expected to pound our brains out, and while it did slam some and leaked a bit under the winches, it wasn't bad at all. This too was exciting, as was doing the man overboard drill when Daryl Anderson lost his 'bonnet' — which was picked up on the fourth or fifth try. But it was nothing, nothing like getting a few miles out, turning about and setting the chute.

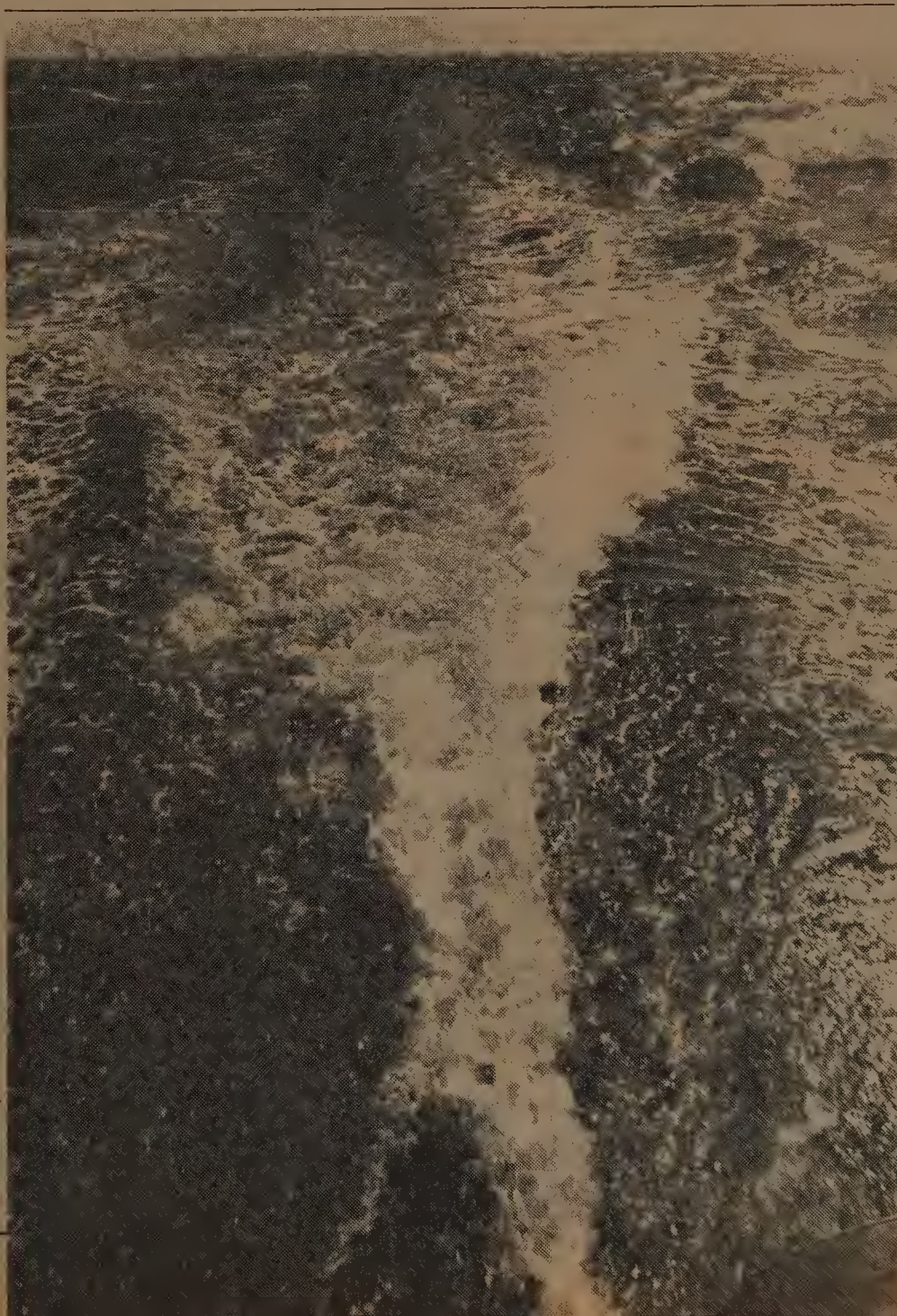
Our experience on any ultralight is limited enough to leave us impressed, but this was a cut above. In about 18 knots of wind that sucker just took off at what struck us as a ridiculous pace of between 14 and 16 knots — and that's not even fast for her. The boat was

shockingly stable as she surfed, running right over waves and flattening them in her path. We got the distinct feeling that we were on a rocket ride in an amusement part instead of a sailboat. You just couldn't help but laugh all the way in — which at those speeds didn't amount to much more than a prolonged giggle.

Maybe the most surprising aspect of that little jaunt was the noise created by the water passing the transom. It just roars back there, a roar that seems to rival that of the Golden Gate jet ferrys. The only thing that made us a little edgy was the thought of a broach — who knows, an ultralight this size might turn over and stab a sturgeon with its stick

(ho, ho.) But coming under the bridge we did broach, and it was nothing like we expected or had experienced on other boats.

You can hear all the accolades you want about Bill Lee, but it's a sail on *Merlin* that will really increase your regard for him. He had the confidence in the ultralight maxi concept to design it and to put his money into building her. And then too, we can remember that first very stormy singlehanded Farallones, it was Bill who entered the untried *Merlin* at the last minute and used the rough race for sea trials. When she got the fortuitous winds in the TransPac a few months later enabling



*Merlin* leaves a contrail on the surface. Mile Rock is tiny in the upper left.



# GET LICKED

her to beat rival *Drifter* and set the new TransPac record, it just seemed like karma working itself out.

Actually, we hadn't gone sailing to write about *Merlin* at all, but about the group of eight who had chartered her for a go at her 8 day, 11 hour TransPac record. Not ironically, the idea for the charter came in part from Bill Lee.

Reportedly, he and Don Keenan had been talking about the upcoming

TransPac, when one of them brought up the idea that someone ought to charter the boat for another run at the record. But who? One thing led to another, and Keenan started making calls to veterans of the 1978 Single-handed TransPac to see if any of them were inclined to form a syndicate. Right away Norton Smith, Darrel Davey, and Larry Stewart said they were in, all of whom had hoped to do a TransPac this year but hadn't gotten anything organized. As the ideas began to steamroll, they laughingly considered chartering the boat under Single Handers In-it Together, the first letters of which spell a dirty word.

At the first meeting of interested parties, Keenan announced he couldn't participate. Having already invested in two boats for an assault on the Singlehanded TransPac, he could scarcely justify getting involved with a third. But the rest of the nucleus stayed together, and after several weeks enough people were prepared to commit themselves.

Committing meant money, a charter fee of \$16,000 for the boat and about \$8,000 for necessary expenses. While it may sound expensive, most of these



The Gang of Eight, from left to right: Al Cavey, Rolf Soltau, Larry Stewart, Carl Stepath, Daryl Anderson, Roland Mays, and Norton Smith. Darrell Davey is not pictured.







## BY MERLIN

folks are veteran racers of one kind or another, and recognized it as a bargain chance for a shot at a pretigious sailing record.

We know know that, plagued by light winds in the middle of the race, *Merlin* didn't get the record, but finished in 10 days, 5 hours. While not getting the record, it was still a credible performance and would have won all but a few TransPacs. Even so, we imagine it was a heck of an enjoyable time for the crew, who will have the boat on charter for the rest of July.

One of the reasons we believe it would have been fun, was because everybody seemed to operate with mutual respect for each other, and all were really willing to put out. Who knows, maybe it was because they all had an equal financial stake in it, but there was a great sense of teamwork the afternoon we went out with them. All too often only a few members of a crew know how a particular boat works, but not with this crew. They'd been out sailing with Bill Lee on about 10 occasions and everyone took turns doing all the jobs and getting familiar with the boat. Boy, it sure looks like it would be great to be on a boat where everyone felt confident, they knew what they were doing, and were willing to do it. It would let you relax and enjoy the ride. When we stepped off the boat in Sausalito, we couldn't help but envy the eight.

Who antes in for a shot at a record like this? Captain Norton Smith is an investor and all around outdoorsman; Larry Stewart is a professor who dabbles in real estate; Darrel Davey is a physican from Santa Barbara; Daryl Anderson is a contractor in Marin; Roland Mays is an architect in Marin; Rolf Soltau heads up a car dealership service department; Carl Stepath owns a chandelry in Kauai; and Al Cavey — we never did find out what Al did. Looks like they had everything they need — except a typist like yours truly.

— **latitude 38**



# CRIB SHEET

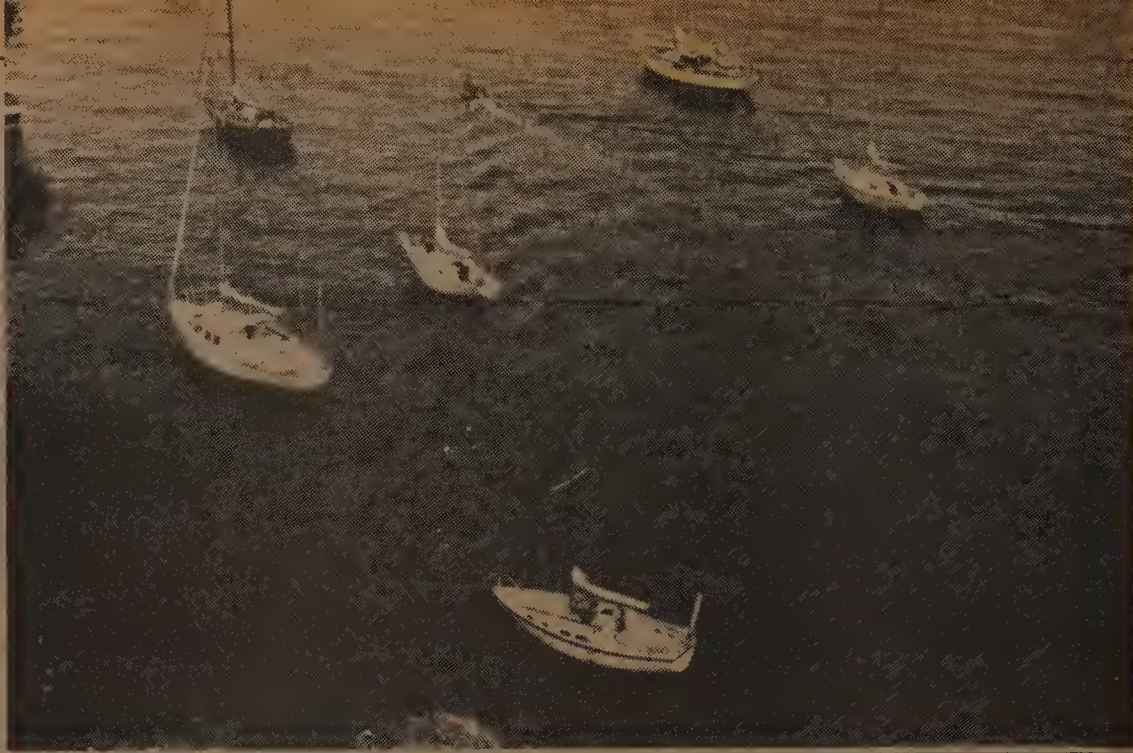
Santa Barbara Channel lies at the meteorological boundary between Northern and Southern California waters. It has its own peculiar weather patterns which experienced local sailors take into account in their cruising and round-the-islands racing. Those who ignore Channel weather patterns pay for their sin of omission; either they have a difficult cruise, or they simply lose the race.

The winds of Southern California are essentially a spinoff of the prevailing west to northwest winds of the central California coast. For southern waters, however, the prevailing westerly is significantly modified by coastal and off-shore geography.

At Point Conception, the northwest trending coastline turns nearly due east, gradually arcing to the southeast toward Los Angeles and San Diego. This sudden change in the direction of the coast has a marked effect on Santa Barbara Channel weather, as much of the coastal area enjoys some protection from the east-west coastal mountain range which begins near Point Conception. This geographic situation produces a very predictable wind distribution over its waters — predictable in the areas affected and in the daily time schedule.

## Daily Wind Distribution

The waters close to the mainland part of the Channel enjoy the protection of the east-west mountains which lie close to the coast. Winds are westerly and often light. The Channel Islands are far enough offshore, however, (22 miles average) that they do not benefit from any such protective lee, and instead are buffeted by the prevailing westerly winds that race around Point Conception. The result is a dramatic increase in wind and sea conditions in the 22 mile distance between mainland and the islands. Further contributing to the effect are the mountainous islands (to 2400 feet) which also trend east and west. When the prevailing northwest wind skirts past Conception, it flows



As you can see the Santa Barbara Channel can get its share of strong breezes. Above, you can see the anchorages get their share of boats.





# CHANNEL ISLANDS

diagonally across the Channel and encounters the island obstructions, and instead of continuing its southeasterly flow, the wind is deflected easterly along the mountainous north shore. The result is a two to five mile wide band of heavier winds and seas along the north faces of the islands, Santa

Cruz in particular, which is a local phenomena significant enough to be cautioned against in the Coast Pilot.

The windy lane effect is so pronounced that you can experience the wind rapidly increase as you close the island for those last 4 miles; the closer you get the stronger the wind becomes. Ulti-

mately it will be the strongest within the last thousand yards to the islands — and it is about then that the sailor begins to question the advisability of using any of the island anchorages in that sort of wind. But once you enter the island anchorage, the wind will drop to nearly nothing, the seas will be flat, and the worst weather of your Channel crossing will be just a few hundred yards astern. It is a dramatic effect, and a common one at the islands.

Channel winds have a time schedule. Along the mainland shore the wind will appear by midday, while at the islands it will appear by midmorning. If heavy westerly weather is in store, the winds will appear earlier in the day. If you are anchored at the islands and you awake at 8AM to a 10 knot westerly, you can count on heavier winds during the rest of the day. Winds typically build to a mid-to-late afternoon maximum, and cease at sunset or shortly after. At the western end of Santa Cruz and beyond Santa Rosa and San Miguel, the westerly may continue throughout the night with only a few hours pause after sunrise.

## Clouds Revel the Wind

Experienced sailors often use the clouds formations which sit on top of the islands as a visual wind indicator. Santa Cruz Island, in particular, with peaks taller than those of the other islands, becomes a reliable visual barometer of Channel wind conditions.

When any moisture-laden wind blows over a significant geographic obstruction — such as 2400 foot peaks of Santa Cruz Island — it will produce clouds on the highest points. The billowy white cloud formations over the peaks of Santa Cruz offer a clear indication of at least 15 knots of wind in the vicinity of the island in windy lane. The more extensive the cloud accumulation over the peaks, the more potent the wind, and on days of stronger than average winds — say 20 to 30 knots in windy lane, the





# CHANNEL ISLANDS

cloud cap will also appear over Santa Rosa and San Miguel. When winds exceed this velocity, the cloud cap begins to be dispersed, but at this point the heavier winds have made their presence obvious throughout the Channel.

A similar cap of clouds hovering over the mountains of the mainland is a reliable indication of heavy winds with a strong northerly component (NNW, 20 knots plus). You will see this telltale early in the morning, and although the seas may be flat and wind nil, it represents a promise that is always fulfilled.

## Santa Anas

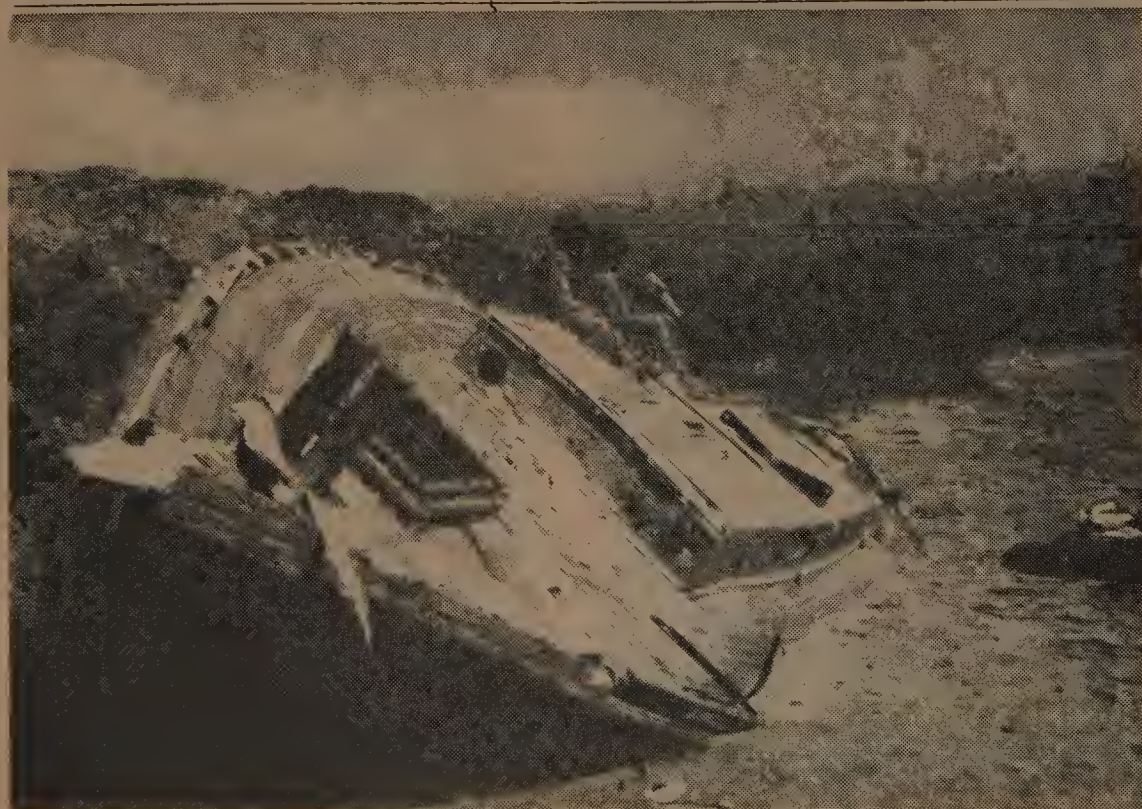
Santa anas are considered the scourge of southern waters, and if you have experienced one you will have developed a healthy respect for these sudden east to northeast gales. Described in nutshell fashion, a santa ana is a strong offshore flow of wind which is associated with a strong high pressure system over the Southern California area. They occur in any portion of southern waters, especially offshore from the LA area. They occur in the eastern portion of Santa Barbara Channel, and though less frequent, their 30

to 70 knot gusts are not less devastating. A typical santa ana in Santa Barbara Channel will flow in a southwesterly to west direction out of the Ventura area, and strike Anacapa and eastern Santa Cruz with maximum force. They diminish in intensity further west in the Channel and are concentrated Windy-Lane-style along the north faces of the islands. In the destructive santa ana several years back — where some 400 boats were beached or otherwise damaged at Santa Cruz — the islands were experiencing 70 knot gusts while along the mainland at Santa Barbara and westward, the winds were calm.

It is interesting to note that the skippers who insisted on riding out the storm at their lee-shore anchorages suffered the most damage, yet during the height of the storm, two scared but good sailors piloted a Moore 24 back to the safety of Santa Barbara. Before they were 5 miles off the island the wind began to drop, and their predawn arrival at Santa Barbara found them becalmed with winds still raging at the islands.

The VHF will frequently announce that santa ana conditions exist, yet cannot

At old wreck at Forney's Cove, Santa Cruz Island.



predict if or when the winds will strike coastal or island waters. Therefore we must rely on the same observations that a fisherman would make to get a reliable indication of their approach. Santa ana conditions produce clear, dry and warm weather — ideal cruising conditions. You can see every star and the lights of the mainland coast are crystal clear. Decks are void of the normal layer of atmospheric moisture, and when you furl your sails after anchoring, they will crinkle as if they just came from the loft. The wind may still be westerly, but it will be dry, and usually not very strong. The approach of a santa ana is always sudden and is always heralded by an unusual choppy or lumpy sea approaching from the east or northeast, counter to the normal westerly swells of the Channel. When the fisherman sees this, he moves immediately to an anchorage which provides protection from easterly winds.





This photograph, we just discovered belongs to another story, but since the sky looks so much like dusk in the Santa Barbara Channel, we'll leave it in anyway.

The storms almost always occur at night when the surface temperature difference between land and sea encourages an offshore wind flow.

## Radio Weather vs. Reality

Placing more than casual belief in the VHF weather predictions for Santa Barbara Channel will cause you certain grief. The Channel lies on the meteorological boundary between Northern and Southern waters, and the weather reports further divide the Southern California area into coastal areas and waters "outside the Channel Islands." It is a neat division and one easily identified on your waterstained chart, but the winds don't always observe those particular boundaries. Any VHF weather listener will have to interpret the forecasts which often sound something like this: "Light and variable winds for the Santa Barbara and Ventura coastal

areas, with northwest winds 20 to 30 knots outside the Channel Islands." As often as not, that heavy offshore stuff will spill into the "light and variable" areas of the Santa Barbara Channel, further eroding sailors' trust in any government produced dictum. Thus consider the offshore report, and the report for areas north of Point Conception to get a hint of what sort of wind and weather might be spilling into Windy Lane and the outer waters of the Channel.

## Making Westerly Progress

The normal westerly wind pattern and timing must be played effectively in order to make the best westerly progress. If you are in a hurry, you motor along the coast from Ventura or Santa Barbara, departing at dawn before the midday wind appears. By sticking close to the coast, you stay in the area of

where there is the longest period of daily calm, and where the seas are smaller, making motoring less a chore.

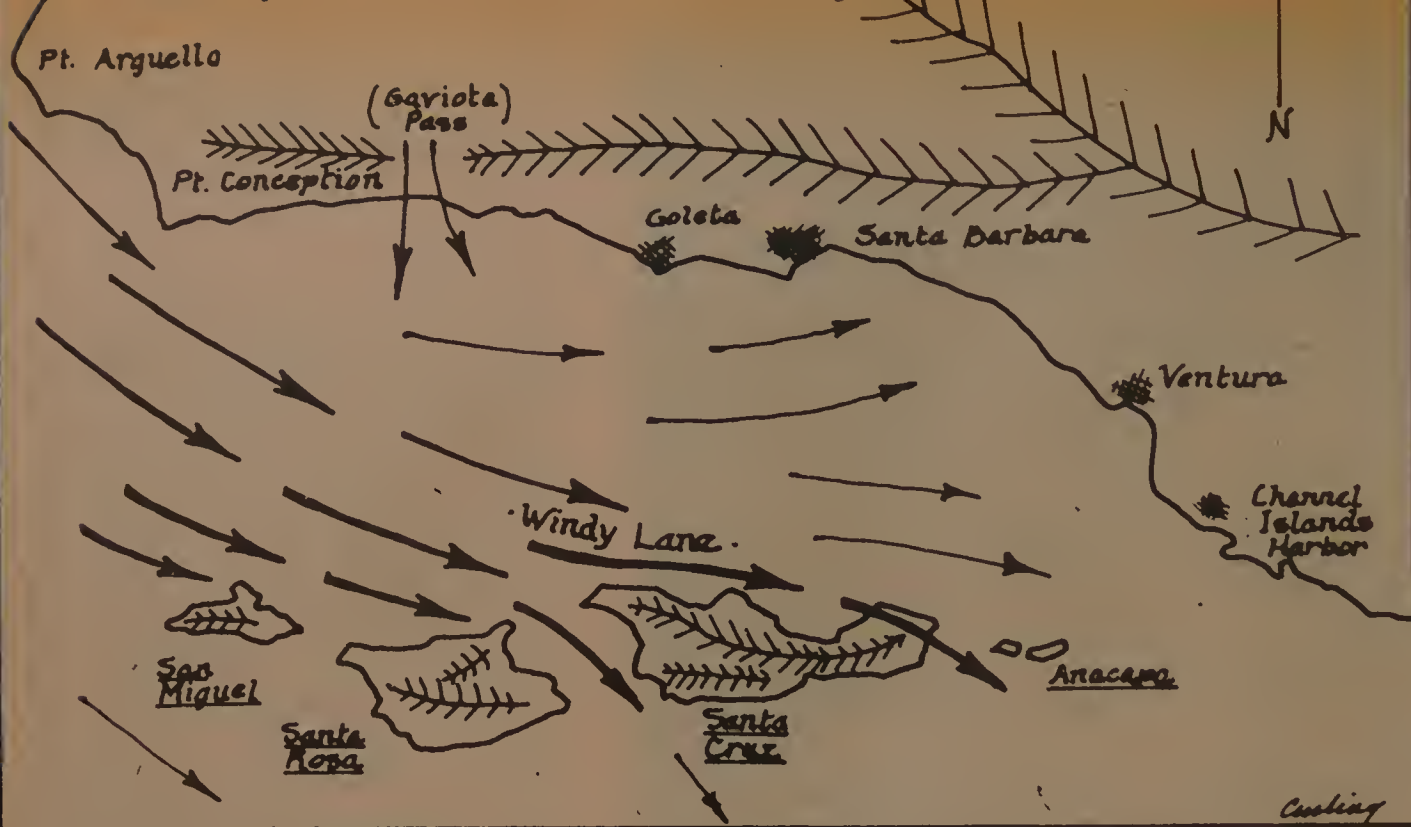
In sailing westward along the coast, there will usually be little wind before 10AM; head out toward mid-Channel to meet the daily westerly, which may be encountered as little as 8 miles offshore. By midday take a shoreward tack, as the westerly will be filling in along the coast by that time and you will be assured of wind. For mid- to late afternoon sailing, 5 mile tacks along the shoreline will keep the boat in an area of good wind but small seas. In very heavy weather short tacking to one or two miles offshore and back to the kelp line will make the bay area sailor feel at home — lots of wind and only a hefty chop.

Sailing westward along the islands requires a different approach. To short tack along the spectacular face of Santa Cruz, the mid-morning to 2PM westerly will provide a brisk sail, but any later than that and you will be forced to deal with the rapidly developing wind and sea conditions of Windy Lane. For afternoon sailing, avoid this two to five mile wide area and stay offshore, tack-

This former Coronado 25 attests to the power of the November 1976 Santana which wrecked 29 boats on the islands:







How does the wind blow in the Channel? Just as the chart at left indicates. The thickness of the arrow indicates the relative wind speed.

ing to weather five miles or more off the island. If your destination is another harbor at the islands, lay the final tack to take you well upwind of your destination so you can ease off as you encounter the increasingly stronger winds in approaching the island.

By sailing a course erting to weather of your destination, you also cover for

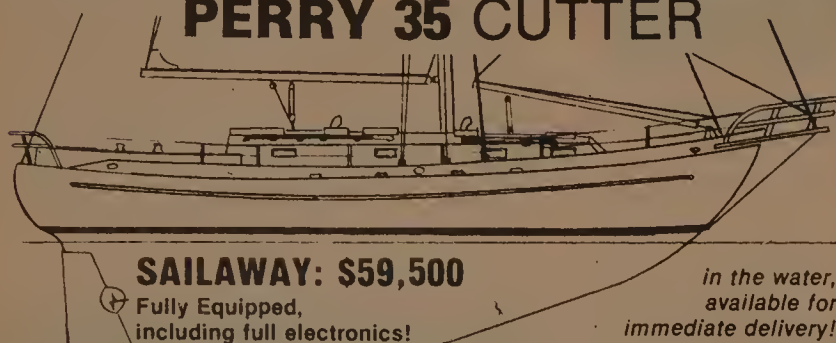
any navigation uncertainties that might have crept into your overall plan, and once the island shoreline is reached, it becomes an easy matter to run downwind to your target.

Current is virtually nil in Santa Barbara Channel, so the bay area sailor is relieved of the problem of having to calculate or guess at some appropriate

current correction. It is rumored to migrate eastward in most of the Channel, but westerly within a mile or two of the mainland. Its rates of less than one knot hint that it can be ignored in most navigational guestimates.

— mike pyzel

## PERRY 35 CUTTER



**SILAWAY: \$59,500**

Fully Equipped, including full electronics!

*in the water, available for immediate delivery!*



**H & C YACHT SALES, INC.**

P.O. Box 232, El Granada, CA 94018

Designed by:  
Robert Perry

Phone for  
FREE  
brochure

Robert Cartwright  
(415) 726-5932

## LANDFALL 39' CUTTER MORE BOAT FOR LESS!

**Sailaway  
\$65,600**

Call or write for Specification  
and Appointment  
to see Boat

LOA 39'2"  
LWL 30'7"  
BEAM 11'6"  
DRAFT 5'7"

## OCEANIC YACHT SALES

759 Orkney Ave.  
Santa Clara 95050  
(408) 988-1173



**Sail  
Cleaning  
and Repair  
Sail Covers and  
Canvas Work  
Decorative Awnings**

*Specialized  
Yachting  
Services*

**BAILLWICK**  
ONE NORTH AMPHLETT BLVD., SUITE B  
SAN MATEO, CALIFORNIA 94401  
TELEPHONE: (415) 342-5625  
**BAILLWICK, INC.**



# **Latitude 38**

**Where the  
Sailing is Great,**

**Thanks.**



**Sausalito Cruising Club**



# INNOCENTS

*In the last installment of 'Changes in Latitudes' we wrote about Betty Ann Moore and Larry Rodamer, two IBM employees, and their boat, Robin Grahams old Dove. Together they planned a trip to Mexico, the south Pacific and Hawaii, equipped with lots of smarts and little experience. We're glad to hear they made Cabo San Lucas safely, and wrote to share their experiences with you.*

Before taking off on the cruise, I had read all the books: Hiscock, Chapman, etc. I knew all about preparedness, shakedown cruises, and the forces exerted on boats at sea. Intellectually I knew, but the real thing really brings it home.

You hear about people taking four or five years getting ready for a cruise. Well, we did it in four months, from deciding to go, to setting sail for a year to Mexico and the South Pacific. I had been sailing for ten years, but on a light displacement 24-footer in bays and rivers. My ocean experience was one race from San Francisco to Moss Landing in light air.

We bought *Dove* in September in San Diego and brought her up the coast, mostly under power. After that, until we cast off for Mexico, we had only sailed her a half dozen times, in light winter weather on the bay.

We figured our shakedown cruise would be going down the coast to Mexico, and it sure was. In fact, it started right away. Beating out the Gate in 20 knots we were taking a bit of spray, mostly below. It turned out we had not dogged down the ports or forward hatch, and everything was wet. Lesson number one, I should have known.

I guess the single most important thing is to really know your boat. We are still learning *Dove* as we go. It's little things, like how long you have to run your engine to keep the battery charged. It's really salty to beat into Ensenada, Bahia Magdalena, or Cabo San Lucas, round up, drop your anchor and secure your boat. Impresses the yachties, but it's hell on the psyche. It's a lot easier to enter a strange, crowded harbor under power and take your time picking your spot.

Knowing your boat also means not going to sea with untried procedures or gear. I had converted *Dove* from roller to jiffy reefing. In our rush to get ready, this was done two days before we sailed and was tried once at the dock. Luckily

it worked fine the first time I used it at sea, surfing downwind at 10 knots in a forty-knot gale at night, but my god, I wished I had done it a few times under easier conditions first.

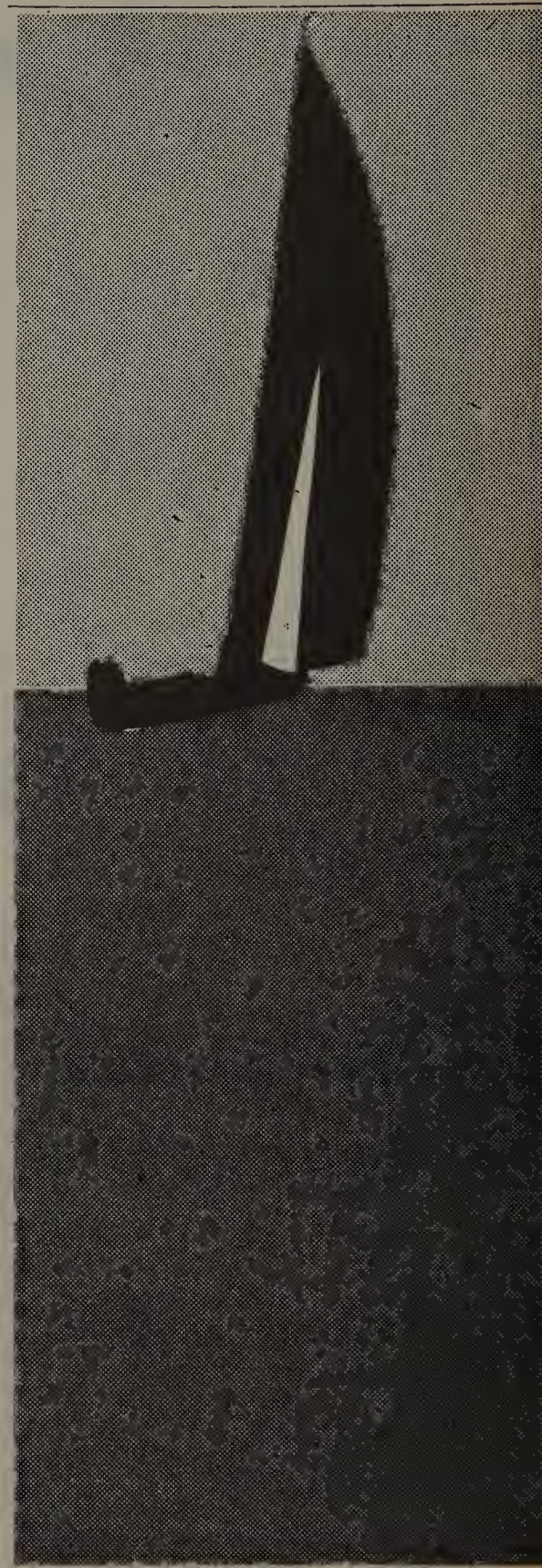
A good shakedown cruise would have revealed a few other things, too. In my innocence of bigger boats, I installed the reefing gear on the boom the same way that had worked for eight years on my 24-footer, with pop rivets. Well, the first time I reefed going to windward they popped all right, tearing the brand new main. After talking to a more experienced sailor, I found out they should have been drilled, tapped, and machine screws installed. With my limited tool kit, they are now held with number 10 metal screws. I hope they hold for the duration.

The first downwind test of our Hassler wind vane revealed that it won't quite hold a steady enough course dead downwind with a sea running to prevent jibing. The lack of a preventer meant many unnecessary hours at the helm. We have one now. A side benefit of the preventer is that it keeps the main and boom quieter when rolling in light air.

Speaking of rolling in light air, the noises will drive you crazy and won't let you sleep. Some bastard had stolen our jib sheet blocks shortly before we left, so we were using snatch blocks. Well, their lifting and falling make a lot of noise. We bought new blocks, too.

Little things help, too. We brought an Ensolite pad, like backpackers use. It's great to cut up in pieces for stopping rattles in locker doors, wrapping clinking bottles, etc.

It's amazing how much you learn in only one month of cruising (learn the hard way, since you already knew from all those books). A good dinghy with a motor is an absolute must. It's quite romantic, rowing along on a calm night with a full moon shining down, but it's quite another thing rowing four hundred yards back in the teeth of a good wind. Making two or three trips a day



becomes a real chore, not to mention ferrying groceries, garbage, beer, and five gallon cans of water and diesel fuel. Yes, Virginia, I have already learned some places don't have nice docks with fuel and water.

Unfortunately I was against carrying gasoline for an outboard for safety reasons, so we don't have one. The first used Seagull I see for sale is mine.

One of the things we did take time to



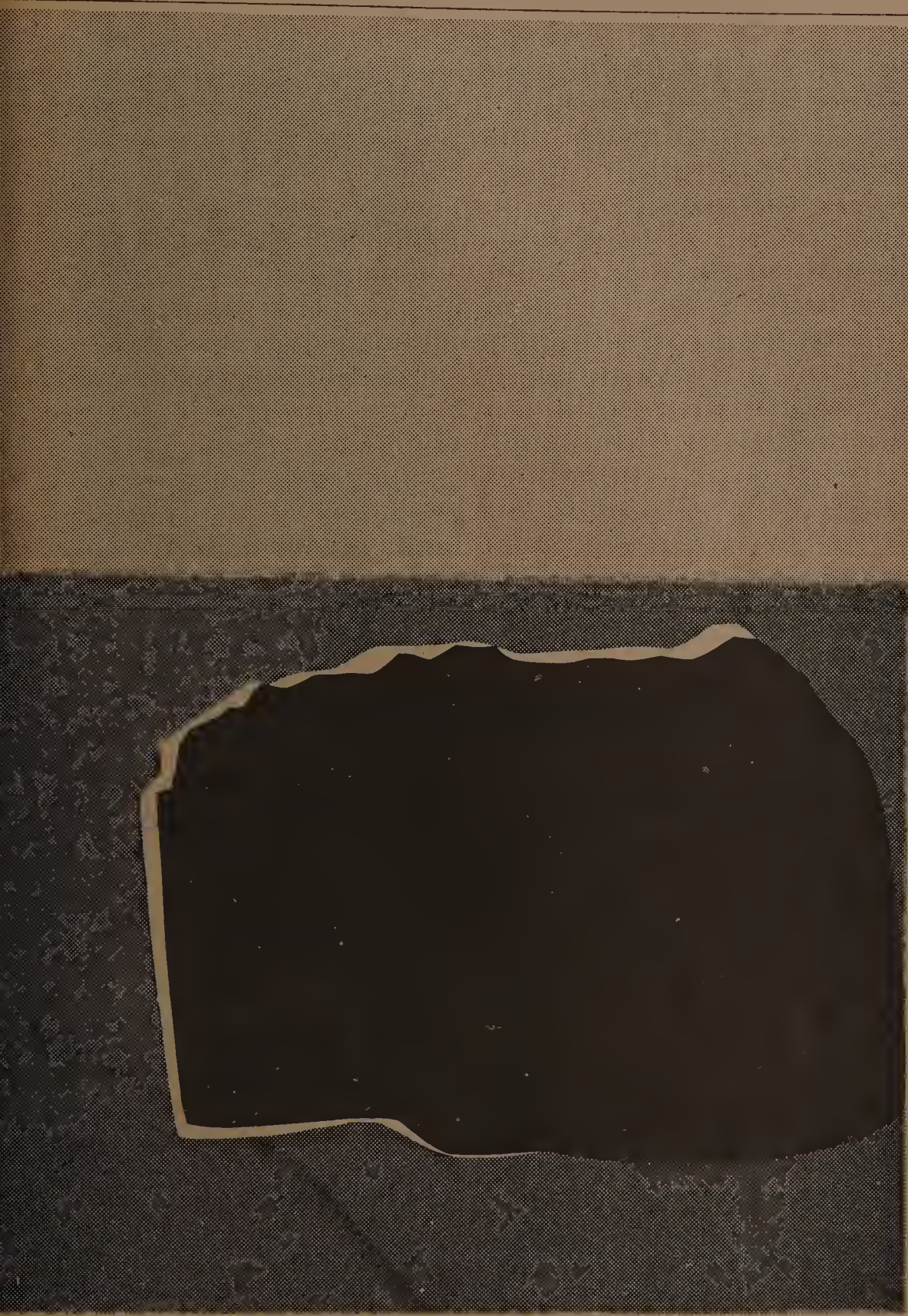


ILLUSTRATION BY LATITUDE 38

prepare for was safety gear. You only go around once so why cut it short? I firmly believe if you go overboard at night on a rough ocean you are gone for good. There is no way a short-handed crew (one) can disconnect the self-steering, un-rig a preventer, take down a pole, turn around and find you. This is despite our man-overboard pole, rigged with a strobe, die marker and EPIRB. So we always wear a safety harness at

night, and in the daytime when going forward if it is at all rough.

We also have a six-man Zodiac raft and a SIG II survival kit plus some plastic jugs of water handy if we have to abandon ship. I don't know how good they are and hope I never find out, but they give us a warm feeling in the tummy knowing they are there.

During the preparation period we

read several articles on provisioning and one thing was really valuable: comparison shopping. We didn't have time for a lot of it, but pricing our list we found a \$200 difference on a \$1000 order between two different supermarkets. One suggestion from a friend we didn't have time for, but sounded good was to find a friend in the military and wangle access to a PX.

I would like to put in a thanks to the Safeway store manager in Felton. When he found out what we were doing he offered to open his store two hours early in the morning for us and had a checker available. It was really wild, like winning a contest. We had the store to ourselves and ran around filling 20 grocery carts as fast as we could. He also gave us a 10% discount on the order. If your supermarket manager doesn't volunteer, ask. It can't hurt and may really help.

Speaking of asking, don't be shy about asking people on other boats. They may have local knowledge about the best places for fuel, water, fishing, repairs, restaurants, how to handle customs, or whatever, and are almost always happy to share it. Everybody likes to be an expert. Anchored in Bahia Magdalena we found out that all those little outboards running around were fishermen who would be happy to sell or trade. We got a 15-lb. grouper for two cans of juice and four beautiful lobster for 100 pesos (\$5) and a six-pack. Mighty good eating.

Even if you don't need any information it pays to be friendly. We have met some of the nicest people we know on other boats. You have a lot in common and cruisers have an inexhaustible fund of stories. We do too, after only a month.

Sitting here in Cabo San Lucas, bow on to the sea wall, listening to the lines creak and the fish jump and enjoying the tropical evening, the problems we've had look minor. We weren't completely ready when we started, and I don't think anybody ever is, but we've made it over a thousand miles so far and are looking forward to the South Pacific. We'll be the least experienced cruisers there too, but we'll be there.

— larry rodamer



One of the interesting things about sailing is that if you know just a little bit more about it than someone else, they think you're an expert and act as though they can't live without your advice. It was partly for this reason that a friend recently asked me to accompany him on a demonstration sail on a used 22-footer he was seriously thinking of buying.

"I have a feeling this is the boat I'll end up with," my friend said as we walked down the dock looking for the right berth number. "The price is right, the class has a good reputation, and best of all, it comes with a berth!"

"That adds quite a bit of value to the boat," I said. "This marina has a waiting list longer than the Berkeley Pier."

We found the boat, and introduced ourselves to the owner, who sounded like he grew up in Maine or Massachusetts. Then we did some preliminary poking around on deck and below. The hull was in excellent condition, considering its age, and the standing rigging, keelbolts, and a lot of the hardware were fairly new.

"Replace the berth cushions and this interior will look like new," I said as I perused the substantial icebox that had been installed where the head used to be. "If the sails are at all decent (and if the surveyor likes it), I'd say this is your boat."

But my friend had seemed disappointed from the time we first came on board. "Trouble is," he said with a resigned sigh, "the slip is on the upwind side of the dock. You know how much I hate outboard motors — and with the strong westerlies all summer, I'll have to use one almost everytime I go out."

Just then the owner called to us from the dock to help him position the 6 H.P. Evinrude, which he had just taken out of the dock box, onto the transom bracket.

"These things are such a hassle," complained my friend.

"Well, most people just leave them in place," said the owner. "This engine runs like a watch — never had any trouble to speak of. Just change the spark

---

He walked to  
the windward end  
by the stern of  
the boat, stuck  
his gloved hand in  
the water. He  
scanned the horizon  
like he was about  
to raid the cookie  
jar, and evidently deciding  
the coast was clear,  
pulled part of a  
slimey old jibsheet  
that had been hanging  
under the dock . . .

---

plug a few times a year — purrs like a kitten . . ."

He was on the seventh or eighth pull and the magnificent example of modern technology was showing no signs of life. Meanwhile my friend was staring longingly at a boat gliding into a berth on the downwind side of the dock with main and jib luffing.

"You know," he said, "I'd give you your asking price right now if this berth was on the downwind side. This motor stuff isn't for me."

The owner disconnected the fuel line, turned towards us and waved his hands at the motor as if to push it away.

"Tell you what I'll do," he said. "The reason the motor doesn't work is because it hasn't been used in months. If

you both swear not to tell a soul how we do it, I'll show you how I sail out of here all the time."

"Scouts Honor!" said my friend, with some enthusiasm returning.

"On a stack of Rule Books," I added.

"Okay, here's how we do it. First get the motor back in the dock box. We'll use the Hide-a-Line."

"The 'Hide-a-Line'?"

"Sssshhhhh!" he scolded. "You'll see!"

Once the motor and gas tank were cleaned up, he instructed us to raise the jib, which looked like about a 120% lapper, and make sure it blew forward on the port side of the forestay. Meanwhile, the owner took off the mainsail cover and attached the halyard.

"Aren't we going to turn the boat around first?" I asked. "We'll never push the boat out backwards against this breeze with a sail up."

"That's why we need the Hide-a-Line," said the owner as he took an old pair of gloves out of the winch handle bin in the cockpit coaming. Then he got onto the dock, walked to the windward end by the stern of the boat, and stuck his gloved hand into the water. He scanned the horizon like he was about to raid the cookie jar, and evidently deciding that the coast was clear, pulled part of a slimy old jibsheet that had been hanging under the dock. He stepped onto the stern of his boat and ordered "Let go both docklines — they stay on the dock — and be ready to trim on the port jibsheet."

As soon as the lines were clear he hauled in on the mysterious line, and it was immediately apparent that the other end led to the bottom of the on the next dock to windward, about 60 feet away. He pulled the boat 2½ lengths clear to windward, and then passed the line around the backstay to the starboard side so the boat turned slightly starboard, in the direction of open water. He told us to sheet in the jib on port side, dropped the Hide-a-Line and grabbed the tiller, and in a few seconds we were reaching nicely into the main channel. The whole procedure



was amazingly quick and simple.

"Pretty neat," said my friend, "but don't other boats run over the line?"

"Not if you use dacron," said the owner. "It's true that nylon and dacron both sink, but in salt water the submerged weight of dacron is several times greater than nylon. Also, you have to attach the line to the windward piling with a loop of heavy anchor chain, so it falls right to the bottom when it's released. And if you soak the line in Cuprinol it doesn't foul with marine growth so fast. Now let's get the main up — looks like it'll be one reef."

We stayed out for about half an hour. The sails definitely showed their age, but looked like they still had a season or two left in them.

"I guess you don't race very much," I said.

"Hell, no! Racin's too intense f'me," he answered with a sudden reversion to a Down-East accent. "I have fun racin' on Friday night now n'then. But I think anyone who goes racing' in the YRA has a real obligation t'make a serious study of the Rule Book. 'Rather spend my Sat'day evenin's readin' the Fishin' Paper than messin' with some fool protest committee that knows even less about the rules than me.'"

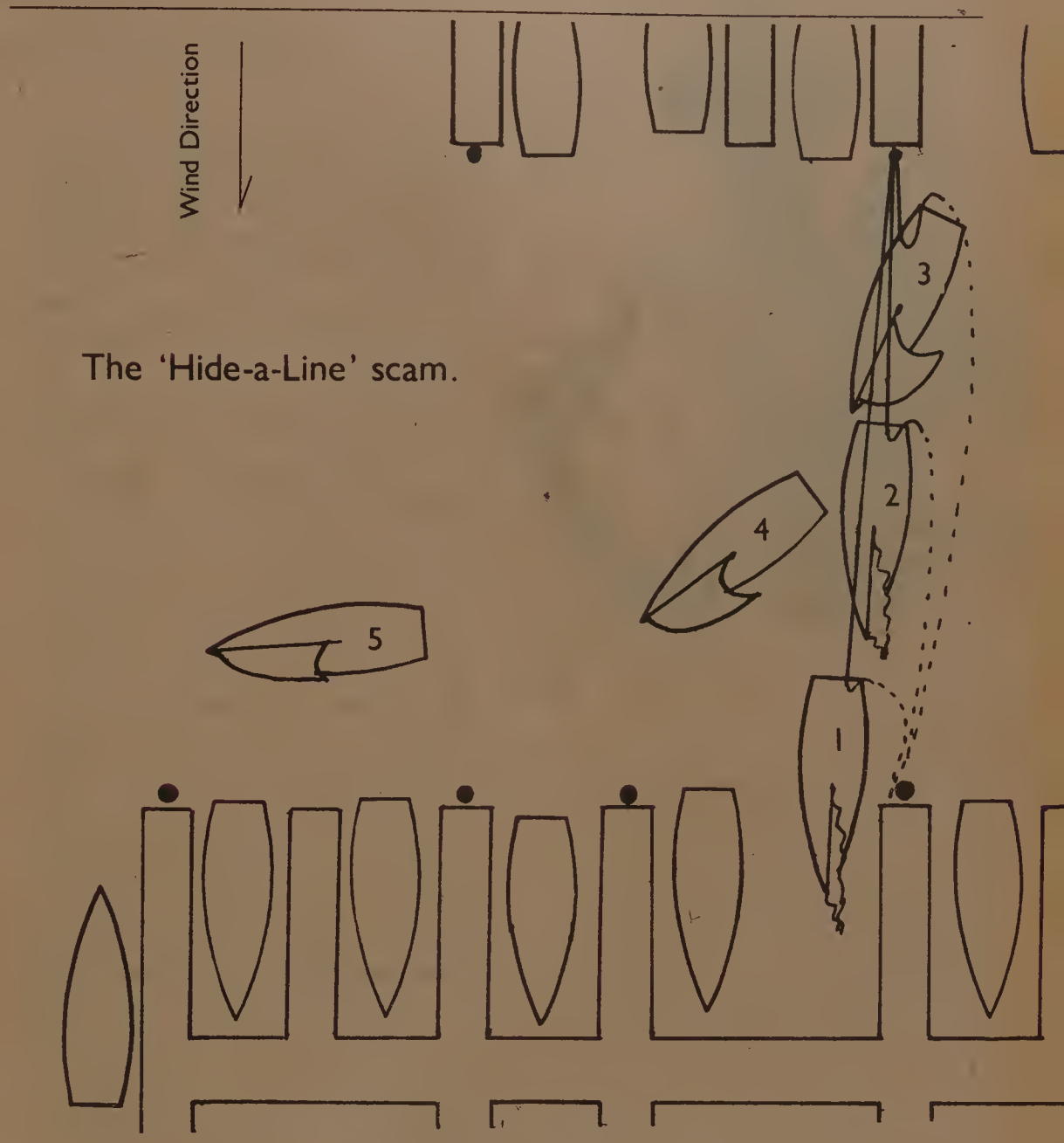
"So then, are these two sails all you have?" asked my friend.

"There's a really heavy air jib away down in the cockpit locker, behind the cedar bucket," said the owner. "No spinnaker, though."

"That's fine with me. I'm looking for a boat to use mainly for spending weekends at Angel Island. No point having sailbags getting in the way down below. But I see there are no V-berth cushions, and since the main berths go part-way under the cockpit, you can't make them wide enough for a double."

"I solved that problem with special backrest cushions," the owner explained. "They fit between the two main berths to make one big double going across the boat. I don't think you could find another boat in this marina with a more spacious berth!"

Our downwind bare-poles docking



The 'Hide-a-Line' scam.

was a bit fast, but the dock had plenty of padding in just the right place.

"Nice sail," said my friend as he made fast the bow line. "You know, it's too bad that the Department of Energy proposal to ban the use of motors on weekends didn't get any further than it did."

"Are you kidding?" I said. "That proposal was ridiculous!"

"Of course it was unfair and impractical, but think for a minute how fantastic it would be to get stink-pots out of the way for good. Here on the bay the wind keeps them under control, but in other sailing areas they're a real nuisance. We've just seen that docking's no problem with a little planning."

"A lot of people forget that the whole point of a sailboat is to move around on

the water without using some smelly piece of machinery," added the owner. "I even do a fair amount of fishing under sail."

I left the two motor-haters alone to negotiate, and also to say more degrading things about stink-pots and stink-potters. I was certain my friend had bought himself a boat, but learned a week later that the owner changed his mind and decided not to sell at all.


Remember, marina operators and harbor masters are notoriously intolerant of creative solutions to common problems. Use your Hide-a-Line with discretion!

— max ebb



# OUT OF MY MIND

## A Brief History of that 'Other' Singlehanded Race



They were crazy and ready to go, this multitude of guys and gals who started the middle of June to sail alone from Plymouth, England, to Newport, Rhode Island. Three thousand miles of lonely sailing against the prevailing westerlies and the westerly drift of the Gulfstream.

Of course they are insane, and perhaps even worse. Who in their right mind would sacrifice their vacation — probably without pay — to spend a month or more in the ocean alone? Who in their right mind would fight the fury of the Atlantic 24 hours a day, exposed to storms, rains, sea sickness, ships, darkness, fog, floating logs and other dangers? Who in their right mind would expose his or her body to blisters, sunburns, cold, fever, and all at their own expense?

You would imagine that even though you offered somebody thousands of dollars a day, they would never sail alone across the ocean in a tiny boat, and that everyone you ask would reply, “No, I will never abandon my spouse, my children, my television, and little puppy dog for something like that.”

Nevertheless, over a hundred men and women started the OSTAR in June.

The whole concept of a singlehanded race started only 20 years ago with just 5 participants. Yes, it was back in 1960 when Colonel ‘Blondie’ Hasler proposed to his friends that they sail alone to America for a price of 5 English Pounds Sterling. Today the OSTAR is labeled “The World’s Most Challenger Sporting Event”, and even the sponsoring *Observer* is surprised by the popularity and interest.

The five that started the first race cared little for the prize money. They included Hasler who invented the Hasler self-steering gear, Francis Chichester who at the time was an unknown English grandfather, David Lewis an undistinguished Kiwi dentist, and Howells with his enormous beard, and

finally the tiny Lacombe, not much bigger than Howell’s beard.

For several of these gentlemen, that first race was the springboard to future achievements. Chichester, who won in 40 days, soon became the most famous sailor in the world, and was greeted by one hundred thousand people when he returned to England from his circumnavigation in 1967.

David Lewis, who broke his mast and returned to Plymouth to get it fixed and restart, finished in 3rd place. His book, “The Ship Which Would Not Sail Due West,” is about that first race, and is one of the best sailing books I have ever read. Lewis later circumnavigated the world with his wife and two children in the catamaran *Rehu Moana*, later participated in the Hokulea voyage from Hawaii to Tahiti (“Hokulea Follows The Stars”), and even later became the first man to circumnavigate Antarctica, the sixth continent, alone in *Ice Bird*.

The *Observer*, which had profited well by sponsoring that first OSTAR, decided to repeat the event every four years. They got an extra dose of free public interest when Chichester captured the public’s imagination by crossing the Atlantic in just 33 days, in 1962, two years before the second OSTAR would be held.

Fueled by his achievement, there were 18 starters and 15 finishers in the second OSTAR race, and the public interest was enormous. The newspapers, radio, and TV covered the event heavily; bookmakers, advertisers, and sponsors began to feel the swirl of money.

I happened to be in England on a rainy May day in 1964, sailing west through the La Manche Channel, when I saw some of the participating boats plowing to windward with their big black numbers painted on their hulls. Working hard at the helm of our schooner during the dark, rough night, a strange thought ran through my head: “These sailors going alone to America are magnificent men, and you, you are on-



ly a small, insignificant helmsman on a schooner."

Eric Taberly and his *Pen Duick* won the race in 27 days, with Chichester second in 29 days. Howells and his beard were sixth, Lewis on *Rehu Moana* 7th, Lacombe 9th, and an unknown British gardener, Alex Rose, on *Lively Lady*, was 4th.

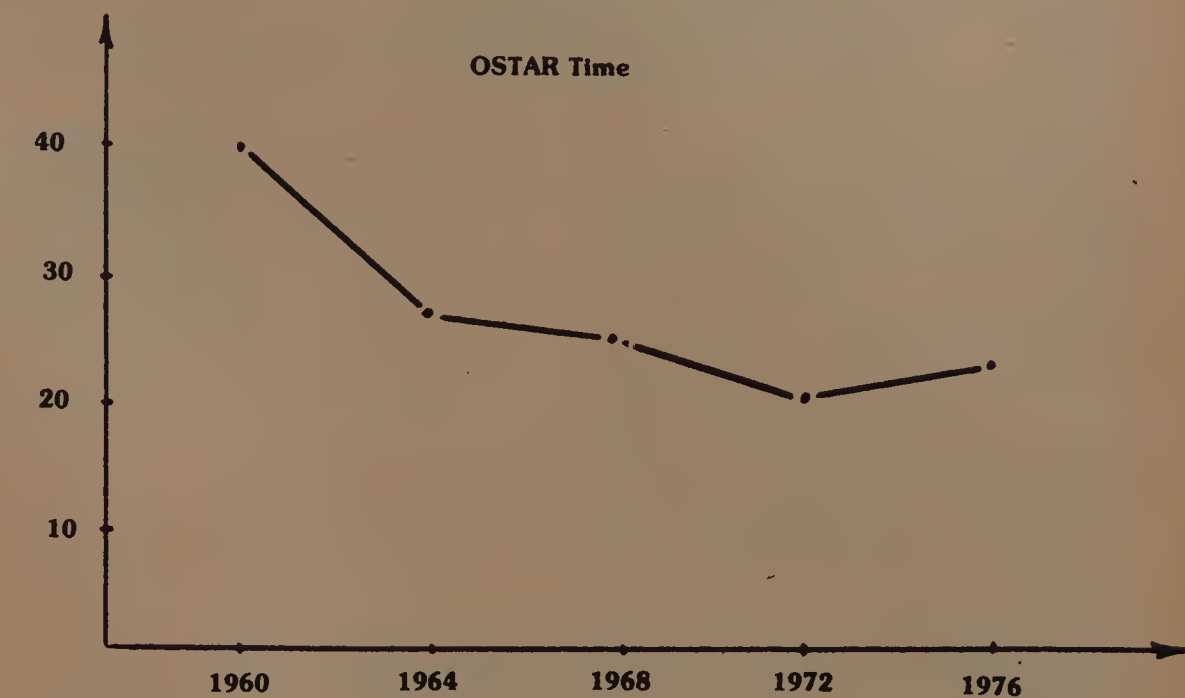
I was in Calais, France, when the news broke that the Frenchman Taberly had won. Huge crowds in the street began roaring: "Taberly! Taberly! Taberly!" I roared with them in their joyful spirit. Taberly later achieved fame equal to Chichester, and the unknown gardener, Rose, circled the world alone in spectacular style and wrote his famous book, "My Lively Lady". From then on the OSTAR was no longer a Saturday night challenge of elderly gentlemen, but a tough, rugged, pure racing competition — Taberly style.

When the 1968 race rolled around, everyone figured that nothing new could happen, but it did. First there was a woman entry, the German Edith Bauman on *Koala III*. But also among the record 36 starters was the eventual winner Geoffrey Williams in the 55-ft. *Sir Thomas Lipton*. Williams had a little trick up the *Lipton's* sleeve, a computer that gave her the best course based on the latest meteorological information. And it worked!

Of the old Guard, Taberly resigned after his 72' trimaran was damaged, Howells finished 5th, and my friend Claus Hehner 14th, Jean Kat lost his *Yaksha*, and Edith Bauman was carried to the finishing party in a new dress.

In 1972 the OSTAR was more exciting than ever despite the prohibition of computer radio-guiding. Jean Yves Terlain of France hit the starting line with the mammoth 128-ft. *Vendredi 13* (*Friday the 13th*). What a colossus for just one man! Also three women started, and for the first time, sailors from the 'East Zone' had a chance to compete, with 5 men and one woman representing them.

The excited public was anxious to see if the 128' Gulliver would win the spec-

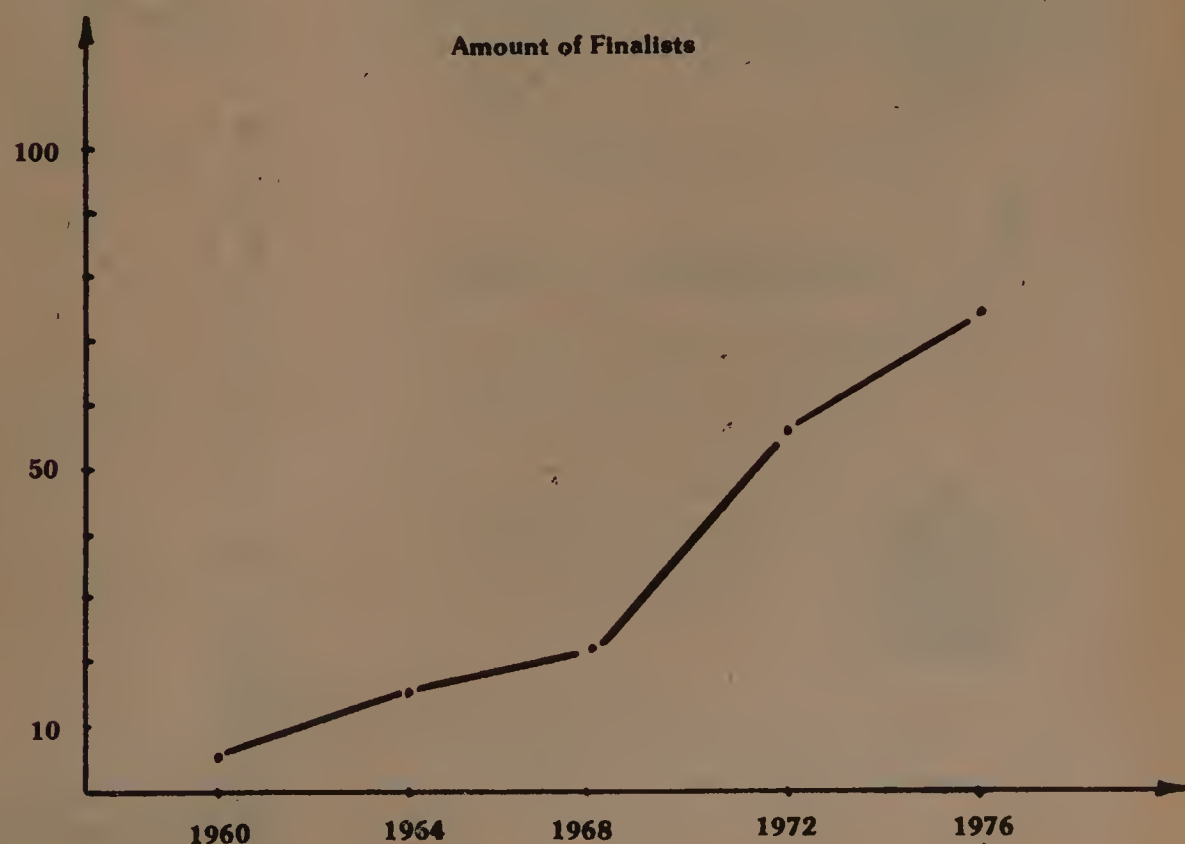


tacular battle with 50 lilliputians — and Gulliver lost! Alain Colas sailing Eric Taberly's *Pen Duick IV* narrowly finished ahead of *Vendredi* and another French boat, *Cap 33*, with Jean Vidal. Viva la France three times!

The first American boat to finish was

Follet, 5th on *Three Cheers*, followed by Ferris in 10th place. All three women finished the race.

After 1972 this TransAtlantic race finally became popular in the United States. Not of course not as popular as in Europe and the rest of the world, but





# OUT OF MY MIND

popular enough not to be overlooked by our mass media. Good! Certainly our 5 participants did a good job representing us.

The entry list for the 1976 OSTAR was completed almost as the 1972 race was finishing. Almost three dozen books came out of that one race, and no matter what America's Cup organizers think, it had become the most prestigious race in the world.

The fifth OSTAR, in 1976, again broke records: for entrees, for records, for number of boats retired. Over 100 boats left Plymouth, and it took *Pen Duick* only 24 days to reach Newport, and thus made Taberly the first man to win the race twice. Alain Colas, lost at sea in the Rum Route Race, was second, and Michael Birch in *Third Turtle* was third.

Seventy-three boats finished, so no longer could anyone say that single-

As we go to press, Phil Weld has sailed his 51-foot trimaran, "Moxie", to a new OSTAR record. Weld's time of 17 days and 23 hours beats the late Alain Cole's previous record set in 1972 by more than 2½ days.

Remarkable about Weld's win is that he is 65 years old, is the first American to win, and was becalmed close to the Newport, Rhode Island finish line for almost two days.

Viva America! And say, if he can win at 65 years of age, Cap't Andy still has it in him to be come "one of those magnificent men" . . . and not a lowly homebuilder in Montana.

handing the ocean was unique or a sideshow of yachting. Forty-seven boats retired, also a record, and two skippers were lost — a first in OSTAR.

And so as you read this, there are 100 or so of them out there racing against the westerlies and the Gulfstream, and we know they must be crazy or insane. But then, we sailors read about them, or hear about them on the radio, and we think: "Those magnificent men . . ." and we are dreaming how we can be one of them!

— **andrew urbanczyk**

P.S. — You can obtain the regulations and an application for the 1984 OSTAR by writing directly to: Observer, Observer Singlehanded TransAtlantic Race, London, England. Write AIR-MAIL on the envelope, and don't forget your return address. The postage is 31 cents.

## PLASTIMO\* LEADS

The World in Yacht Equipment Design & Quality



Bracket Model



Contesi "See-Thru" Model

### COMPASSES

ACCURACY • STYLE • RELIABILITY

## THE BEST PUMP

Handles all pumping jobs with ease.

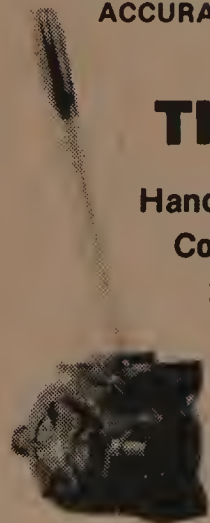
Corrosion proof. Non clogging.

25 gallons per minute.

Instant access to diaphragm.

Mounts in any position.

Bilge or holding tank.



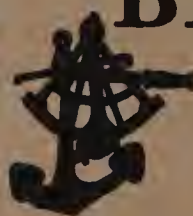
Distributed by:

Dealer inquiries invited.

### NORTHSTAR MARINE

P.O. Box 95, Redondo Beach, CA 90277 • (213) 374-7422

\*PLASTIMO USA, INC. — A JOHNSON WAX ASSOCIATE



## BLUE BAHIA BOATWORKS

530 W. CUTTING BLVD. (415) 233-0804

Pt. RICHMOND, CALIFORNIA 94804

*West End of Santa Fe Channel*

### NEW TRAVEL LIFT

- ★ Haulout Capacity: up to 20' beam ★
- ★ To 70 Tons ★ Diesel Mechanics on duty ★
- ★ Radio & Electronics Repair ★

### DEEP DRAFT LOCATION

- ★ Construction of Steel Fishing Boats to 120' ★
- ★ Painters ★ Fiberglass Repair ★ Riggers ★
- ★ Electricians ★ Woodshop ★

### CHANDLERY



## QUALITY

**NEW!**

### NAUTILUS 440V From Motorola

All U.S.A. Channels  
46 Transmit  
40 Receive



List: \$649.00 **NOW — \$299.99!**

(Unlimited Quantities — Tell a Friend!)

- Unique liquid crystal display for better readability
- Dual programmable memory function
- Instant operation on CH16 when power applied
- 4 weather channels — 3 U.S. — 1 Canadian
- Select channels manually or by quick scan
- Compact styling — fits well on any size vessel
- Full 25 watts talk power
- Loud hailer microphone built in/power speaker available
- Fully solid state
- Made In U.S.A.
- Can be mounted on bulkhead or overhead

## 55 CHANNEL VHF AUTOMATIC DIRECTION FINDER — TAIYO TDL 77



LIST: \$1,495

**NOW — \$1,049.00**

- Easy channel selection
- High speed indication w/LEDs. (Light-Emitting Diode) IC
- High sensitive, lightweight direction finding adcock antenna
- Provided w/many channels & available for high sensitive receiver
- Adjustable mounting bracket to be installed on table or overhead mounting
- Nominal power drain for 12 — 32V DC power line
- Will receive signals up to 50 miles

## DEPENDABILITY

### TAIYO — LORAN C

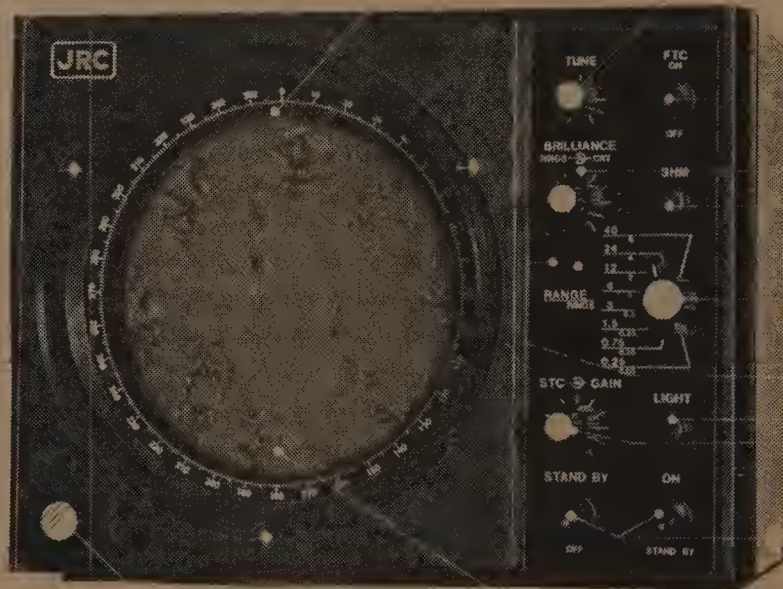
Dual Automatic Receiver — Mdl. TL828



List: \$2,195

**NOW — \$1,785.00**

- Fully automatic acquisition & tracking
- Large & extra bright Dual Display with dimmer
- Acquires & Tracks most & all available secondaries in a selected chain
- High performance w/tunable 4, internal 2 notch filters even in any severe interference area
- Various alarm indicators to keep accuracy
- Instantaneous Memory & Recall up to 3 points
- Useful signal quality readout for master & each secondary
- Easy operation in extended area
- Self test function to check micro-processor & displays
- Available Loran C Coordinate Converter & Plotter w/option
- Option — Lon/Lat steering computer w/10 way points available
- (Raytheon, Decca, & others available)



### RADAR — JCR —

The World's Finest Name —

Japan Radio Co. (Mfg. of Raytheon Md. 2600)

**JCR 305 — 40 Miles — 5KW Output**

(helps see mountain ranges for navigation)

List: \$3,795

**Our Price — \$3,250.00!**

(Raytheon, Decca, & others available.)

## OTHER SPECIALS — CALL FOR LOW QUOTES

Data Marine  
Coastal Navigator  
SR Mariner Inst.  
Ray Jeff Closeouts  
Rods, Reels, Line, Wire, Lead

Morrow Closeouts  
Sitex Recorders  
Standard VHF USA — \$329.00  
Water Heaters

Refrigerators  
Magma BBQ  
Sun Showers  
Halon Fire Extinguishers

Par Pumps  
Mansfield Sanitation  
Raritan  
Newmar Battery Chargers

## marine sales co.

324 LITTLEFIELD AVE.  
SOUTH SAN FRANCISCO, CA 94080

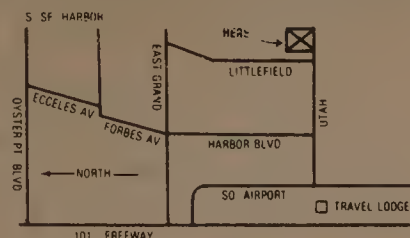
Monday-Friday 8:30-5:30; Saturday 9-2.

**415-871-2290**

PHONE ORDER  
Charge Cards Welcome



VISA





**CAL 2-27 HURRY! IT WILL SAIL FAST!**

Fully equipped race-cruise sloop. Excellent condition. Main, (2) 150 genoas, jib, (2) spinnakers, 8 Lewmar winches, Atomic-4 in-board, digital knotmeter, depthsounder, compass, VHF, galley, head, safety equipment, teak trim, Tiburon berth. \$24,500. Call (415) 383-5918 eves.

**READY OUTBOARD SHOP**

245 Gate Five Rd., Sausalito  
**NEW & USED MOTORS**

Top Dollar for Trade-ins — Any Motor, Any Condition  
(415) 332-5233 9-5 Tuesday-Saturday

**SEA, AIR, LAND, SURVIVAL CO.**

Liferaft Sales & Rentals. Certified Liferaft Inspection Station & AVON Boat Repair. Specialist in Life Support Equipment.

BILL HUBER, U.S.C.G. Ret.

629 Bair Island Road., Redwood City  
(415) 365-6374

**WANTED**

Seeking two women sailors to join twin brothers on open cruise to Baja, Caribbean, etc. Leaving Aug. '80 on 37' Searunner trimaran. Call or write Bruce or Bob Lanham, 1631 St. Lawrence Way, Pleasant Hill, CA 94523 (415) 935-0898

**APHRODITE 101**

'79 33' Danish built F/G racing sloop. Looks like a small 12 meter. 5 sails, Signet digital speed & depth, Motorola 440 VHF, 2 deck mounted Ritchies w/guards, 8 sheet stoppers, RDF & extras. Never raced. Sailed 7 times by a little old lady. \$48,500.  
(415) 892-6167

**ISLANDER 30 MKII**

Ready to cruise anywhere! All wood custom interior — pedestal steering, Famet furling gear, dodger, six-man liferaft, Norcold refrig., 55 channel VHF, d.s., 2 compasses, log, & much more. Creative financing possible. (415) 964-9946

**J-24**

All racing gear, lifting sling, DeWitt sails, lifejackets, Johnson 6 hp outboard, porta potti, 2 compasses, knotmeter, anchor & rode, bilge pump, fenders. (415) 453-9050

**PEARSON VANGUARD**

32' — dsl., Aries vane, Plath windlass, dodger, VHF, 2 depth-sounders, kerosene cabin heater, Shipmate stove w/oven, Unifridge, nine sails, more. \$34,900. (415) 526-5427



**EXTENSIVE  
SELECTION OF  
SAILING BOOKS**

— NEW & USED —

- \* Navigation — Boatbuilding
- \* Sailing Stories
- \* Out-of-Print Search
- \* Special Orders

**The Little Willow**

207 Caledonia Street  
Sausalito, California 94965  
332-3824

**DREADNOUGHT 'TAHITI KETCH' 32 FT.**

F.G., Sabb dsl., spruce spars, documented, displacement 10.5 ton, well founded, ready to cruise. Asking \$46,000. Call (415) 686-1856 for equipment list & photos.

**MASTER MARINERS 1980**

Saw you taking pictures of "Nomad", (race no. M62). She's 36', white hull, bright red rubrail/boot stripe, blue belly & flying a union jack — please call me to donate/trade/sell copies.

Jon Pulver (415) 235-9300 x481

**CRUISING TO KEY WEST — NEED CREW**

Departing Oct. 1 to arrive April 1. Prefer exp. couple w/offshore exposure, share a leisurely cruise on a 35' sloop w/many ports of call. Mail profile and qualifications to: Dick Anderson, General Delivery, Sausalito, CA 94965

**"DUCKSKINS"**

Genuine Vivatex foul-weather gear, durable as cotton duck, waterproof as PUC. Special offer — chest high trousers — \$60.00, post paid. DUCKSKINS, c/o: Dan Padgett Sailmaker, 1568-D 7th Ave., Santa Cruz, CA 95062 (408) 476-2468 szs. S,M,L,XL

**SAILOMAT SELFSTEERING**

Strong, reliable dual axis windvane known as one of the most powerful self-steering mechanisms available. Used on yachts up to 45' L.O.A. 2 years old, valued new, \$3,250. Asking \$1,575.

Call (707) 823-2556

**CHRIS' MOBILE BOAT SERVICE & REPAIR**

Outboards, I.O.'s, Inboards — Standing & Running Rigging — Hulls & Woodwork — Installation of Electronic Equip./Stereos  
Factory Trained: Mercruiser, Johnson, Evinrude  
Reasonable Rate — Reliable — References  
Chris Jorgensen (415) 587-6702

**"Safe passage requires  
local knowledge"**

**INSURANCE  
PLEASURE AND COMMERCIAL**

**CALL US**

**SHARON & FRANK STEVENSON  
415/763-4840**

**26' INTERNATIONAL FOLKBOAT**

Great bay boat, 4 sails, VHF, fathometer, knotmeter, OB, pulpit, lifelines, awning, and more. \$16,000/offer. (916) 662-5750

**DO YOU LIKE TO SAIL?**

But don't like the expense of owning your own sailboat? Then — try a time-share lease of our beautiful new Islander 28. You pay only for the time you use the boat. Call Bill at (415) 254-6026 or Dennis at (707) 745-5814



**COLUMBIA 26' MKII — \$11,000/offer**

10 hp Mercury ob, new battery, motor bracket, radio & reefing. Fully carpeted, many other extras. Boat in excellent cond. Surveyed last November. 325-6667 or 326-2722

**TANZER 22 OWNERS**

Are you interested in forming a S.F. bay fleet for racing, cruising, social or whatever? I know there are about 25 of you out there — so let's get together!! Call Bill Keith (415) 937-1472(e) (415) 781-4211 ext. 1660(d)

**CORONADO 30 ("CONCUBINE")**

50% partnership — \$12,000. New mast & rigging, room interior, good racer. Clipper Yacht Harbor, (Basin 4), owner will finance. Call Doug 883-0885

**SAN JUAN 21 MKII**

5 sails, trlr., Seagull o/b., knotmeter, sink, head, galley, all Harken blocks, bottom paint, sail cover, many spares, too much equip. to list! Immaculate cond. Best trailerable boat on market. \$6,200. (916) 988-7664

**FOR SALE — THREE TRIMARANS**

21' Daysailer, — \$1800; 23' Tremolino \$5800; 25' Trailerable Cruiser \$6650  
Bill (415) 843-4512

**FRANK E. BILEK**

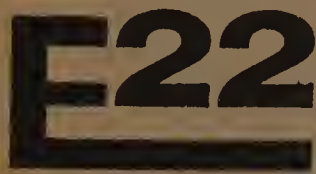
INSURANCE AND BUYERS SURVEYS

Certified by the National Association of Marine Surveyors

BAY  
DELTA

(415) 232-7638 before 9:30 a.m.

POWER  
SAIL



For the Best Racing  
On the Bay  
And the World

The Ultimate One Design

Contact our Secretary:  
Vito Bialla - 30 Princess - Sausalito - 94965

**SOMMER'S MARINE ELECTRONICS**

Sales — Service — Installation

147 Third Street — San Rafael, CA 94901  
(415) 459-3135

**MARINE SURVEYOR****APPRAISER****JACK MACKINNON**

Call anytime

(415) 276-4351

**'73 BRISTOL 22**

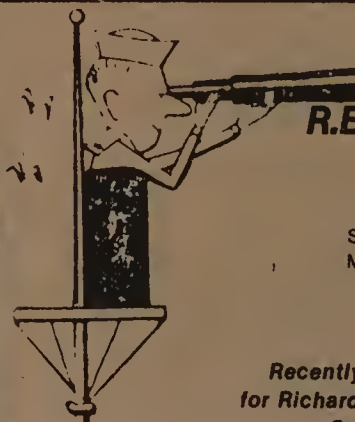
With 919 Evinrude, Estuary berth. \$6,500.  
(707) 546-6748

**ERICSON 27**

Sail No. 369, '73; has been lovingly cared for. Large cover protecting all teak, Coyote Pt. berth Included, rigged w/optional self-tacking jib for 1-man sailing; alcohol stove, VHF, fath., knot., Volvo dsl., whiskerpole, compass, Jiffy-reefing. \$24,500. Call (415) 697-2340(d) (415) 348-2165

**WANTED: TLC FOR 41' SAILBOAT**

Professional couple would like assoc. w/same to maintain vessel in bristol cond. in exchange for sailing weekends. Prefer exp'd. sailors & woodwork, varnishing, paint, etc. Please write Sail, P.O. Box 60276, Sunnyvale, CA 94086. Vessel berthed in east bay.

**LOWER RATES FOR 1980****MARINE INSURANCE****R.E. DICKERSON & ASSOCS.**

Insurance Brokers

341-2674

Specializing — Marine Insurance, Yacht Clubs, Marinas, Shipbuilder's Liability, Cruisers, Sails, Yachts, Houseboats.  
25 YEARS EXPERIENCE

1941 O'Farrell Street, San Mateo

Recently named as Broker of the Insurance Dept. for Richardson Bay Yacht Sales, Clipper Yacht Harbor, Sausalito, CA — Phone (415) 332-3855

Clear, penetrating epoxy sealer for wood or ferro-cement \$28/2 gal. kit. Linear polyurethane paints — all the colors of the rainbow \$32/2 gal. kit. Antifouling paints — both in tin & copper types, from \$25 to \$80/gal. Polysulfide rubber, 2-component sealants for caulking, bedding \$24/gal.; epoxy adhesives \$42/2 gal kit. Flotation foam \$34/2 gal. kit. Technical manual, "How to finish Your Ferrocement Boat", avail. \$5, refundable w/first \$50 order. We also have a laminating resin superior to the West System.

**SMITH & CO.**

1220 South 49th St., Richmond, CA 94804  
(415) 237-5986

**CLASSIC 34' SUNSET SLOOP**

"Aeolus", '61, exc. condition, past YRA champion, fir over laminated & bent oak frames, teak deck, bronze fastened, Berkeley berth G-4. \$28,000.

Ask for Fred at  
(415) 234-4334 wkdays.

**KIWI MINI TON — FIRST ONE IN THE BAY AREA**

The Unbeatable Combination of Ron Holland as designer & Kiwi Boats as builder has made this super fast 21'er a winner. Race ready. Call 523-5158 after 6 p.m.

**PATHFINDER SELF-STEERING VANES**

"Successfully Used For Years"

Call Bill Paulson: 453-8722 454-9285  
Western Sales Mfg. Co., San Rafael, Ca.

**TANZER 22**

Very clean, well equipped, trailer, motor, galley, head, sumlog, & much more. Must sell, have new 26'. See & sail at Sausalito weekends or evenings. Asking \$10,000. Brian Rees (408) 245-1054 eves (408) 742-6926 days



**BAREBOAT CHARTERS — STOCKTON DELTA TO S.F. BAY**

Cal 2-30 sloop, fully equipped, great sailing and secluded anchorages. By day or week. Call: (209) 951-0865 or write:

John Notman, 334 Redondo Ct., Stockton, CA 95210

**PERKINS 4-108 MARINE DIESEL IS SICK**

The machine has 80 hours on it. It needs crankshaft grind and piston work. I am seeking competent diesel mechanic to help me put it back together as new for reasonable wages or barter. If qualified please call (408) 244-6394.

**FOR SALE — COLUMBIA 24**

It comes equipped w/storm jib, jenny, lapper & main. Auxiliary power is provided by a Johnson 10 hp outboard. Full 6 ft. of headroom. Other equipment includes stove, icebox, 2 anchors & more . . . Call Barry (415) 471-6094

**22' SANTANA, HULL #455**

8 sails including new jib and main by North Sails, 6 hp Evinrude, Berkeley berth goes with boat. Priced to sell. (415) 271-5350 (d) (415) 652-6376 (e)

**CAL 29 — EXCELLENT CARE.**

Radio, cooling system, self-tailing jib, 140 lapper, other extras. Gashouse Cove berth with boat. \$26,000. Ready to sail.

Days (415) 543-8650 — Nights (415) 653-4345

**BEAR NO. 26 "ORCA"** — 23' trad. full keel slp., seaworthy, designed for S.F. bay; cruising interior w/sink, icebox, cabinet-wk. & C.G. ok head. Active one-design, race rigged w/10 sails incl. new racing sails, drifter, log, compass, boat cvr., club jib, wtr. tank, new boom, 2 bilge pumps, etc. Exc. Cond. Rec. Surv. Ask \$6100. Bill Hansen (415) 231-9571 M-F days only

**LASER**

November 1978 — Hardly used — Brand new condition —

Extras — \$1,200

(415) 328-1665

**SAIL MORE FOR LESS**

Pearson 323 (32'3") with pedestal steering, self furl. headsail, self tailing winches, instrument cluster, etc., available for short term lease for less than daily charter rates.

(408) 354-6751 evenings

**OUTWARD BOUND SWEDE**

seeks position. Worldwide sailing experience ex. galease 'Klaraborg' of Gothenburg. Swedish licence. Cruising or delivery. References available. CLAS OLSSON, 916 Lake St., San Francisco, CA 94118 (415) 387-9968.

**A CLASSIC SAUSALITO LADY**

Spaulding 33 No. 5, is for sale. She is loveable, liveable and sailable. She is now in Santa Cruz and looks forward to a homecoming on the bay. Call frank or Julia at (408) 335-4051

**GARAGED DRY STORAGE — BOATS & RV's**

Security. \$38 a month including ramp to River.

Several deep water berths available.

Novato, Heart of Petaluma River Delta.

**Mira Monte Marina (415) 897-9785**

**12' KORALLE JUNIOR FIBERGLASS SLOOP**

Very fast, easy to handle, unsinkable! In very good condition. Comes with all equipment, including oars. Free berth in Berkeley, if desired. \$750.00

Betty at (415) 849-3480



**MASON-McDUFFIE**

**A LIFESTYLE —****NOT JUST A PLACE TO LIVE**

At 310 Tideway, Alameda, CA, from a sheltered deck to your own deepwater dock on San Francisco Bay. 3 bedroom, 2½ bath townhouse. Offered at \$329,000. S.F. City & Bay Views. Creative financing available.

500 Park Street, Alameda, CA 94501

Tele: (415) 769-8000

**36'x11'x5'-3" COLD MOLDED HULL**

PO cedar & epoxy, similar to Herreschoff's "Nereia". Teak, spruce, white oak, walnut, cedar, bronze, lead, fasteners, Edson diaphragm bilge pumps (3). \$15,000/offer. Write: Gary Young, P.O. Box 754, Marshall, CA 94940

**'79 BAHAMA 30 SLOOP**

Diesel, pressurized hot and cold water shower, cockpit cushions, alcohol stove w/oven, VHF, holding tank, new bottom paint. Best offer over \$29,500.

(408) 734-8758

**27' PEARSON "RENEGADE" #59**

Thick f/g hull, oversized rigging, insulated wood interior, sink, stove, head, icebox, 4 sails, vane, Honda o/b. Liveaboard. Mooring in Marshall included. \$16,500. Write: Gary Young, P.O. Box 754, Marshall, CA 94940

**'42' KETCH (GARDEN) 13'8" BEAM**

Ferro-cement, finished, built to last, perfect liveaboard, 40 hp Buda diesel, ss rigging, 3 sails, 5 anchors, windlass, refrigerator, dinghy. \$25,000, moored at Half Moon Bay. (415) 728-3509 or 728-3817, S. Schickenbert, Rt. 1, Box 60-S, Half Moon Bay, CA 94019

**SANTA BARBARA CHANNEL ISLANDS**

Join John and Randi Sanger aboard the Valiant 40 Grebe — 5th year of instructional/vacation cruises. Brochure — EDUCATIONAL CRUISING, P.O. Box 1165, Santa Barbara, CA 93102. (805) 966-4249.

**AMAZING GRACE**

'79 Hunter 37, tri-cabin cutter, exc. cond., quick, dodger, VHF, LCD knot & depth, dsl., pedestal whl. & sail cvrs., cockpit cushions, Propane stove/oven, high seas dsl. heater, H&C pressure water, shower, beautiful teak interior, stereo, sleeps 7. MUST SELL. Down plus 11½ % loan. (415) 523-8773



**26' ARIEL**

Excellent condition, new motor, boat is unusually well equipped & has cruised to Mexico and returned. Mooring in Sausalito included. \$14,000. John Hauser (415) 388-8130

**SERIOUS ABOUT CRUISING?**

Consider this Chuck Burns designed 30' full keel sloop. Being sold as the Golden Gate 30, this 1 year old owner completed boat has massive const. Full insulation, all teak interior, Volvo dsl., Barient, superbly equipped. \$39,900 (415) 332-8616

**CREW WANTED**

38' cutter planning a 2 year South Pacific cruise. Looking for adventurous, fun-loving crew members. Interested? Call (408) 374-6195 after 8 p.m.

## **CASSANDRA CANVAS CUSTOM BOAT CANVAS CALL FOR ESTIMATE**

Kip Astor

(415) 332-7263

**MEXICO CRUISERS**

Charts for Balea & Sea of Cortez \$50; Bruce Anchor, 11 lbs., little used \$75; Seafarer knotmeter log, new \$475, used \$200; Solar still unopened \$8; Information free. Jim Westall, Yacht "Pa Makani" (415) 751-6812

**LEARN COASTAL SAILING**

45' sailing ketch "Adventure", wants 6 sincere beginners or advanced sailors to spend 2 intensive learning days & nights practicing offshore skills, ship handling, piloting, etc. July/Aug. reservations offer for an unforgettable cruising weekend. (415) 421-8389 (415) 332-4879

**1979 CATALINA 30**

Used very little. Diesel engine, Pineapple main & jib, Barient self-tailers, midboom mainsheet, halyards & vang led to cockpit, double lifelines, depthfinder, VHF radio, propane stove/oven & more. Possible Berkeley berth. \$31,400. (209) 523-1389 eves

**GREEN'S YACHT SERVICE**

Painting ■ Fiberglass & Gelcoat Repair

**STEVE GREEN**

1945-F Francisco Blvd.  
San Rafael, CA 94901

(415) 459-2267

Res: (415) 456-4800

**CAL 25**

Extensively equipped for racing & cruising, 7 sails, 7 winches, 6 hp Evinrude, new bottom paint, new stainless water tank, new electrical panel & battery, knotmeter, alcohol stove, jiffy reefing. Absolutely ready to go! \$9300. (415) 865-7154

**COLUMBIA 29 — DEFENDER**

Extra clean, new main, 5 bags of sails including 2 spinnakers, new pole, knotmeter, VHF 6 channels, fathometer, magnetic & gyrocompass, dsl., must sell this month. Asking \$15,900. Call (415) 894-2937 days (415) 864-5224 eves.

**SUMMERTIME DREAM**

For Sale — 1979, 1/4 ton N.A. champion (5 firsts); 1st MORA, IOR Golden Hind Series. 1st every 1979 IORDA race in which sailed. 1980 — IORDA division 'B' match racing champion; 1st in Vallejo Race; MORA, IOR Lightship race, Half Moon Bay, Farallones Race. Carl Schumacher (415) 865-4850 523-2580

**CLASSIC BOAT  
BRIGHTWORKS**

complete resoration  
varnishing painting

O'Neil - Lewin - Littleford

221-5093 eves

673-6024 ext. 19 days

**30' CRUISING KNARR**

Mahogany hull & cabin, self-bailing cockpit, bronze fastenings, Albin inboard motor, good condition, sleeps 4. \$8950 (415) 483-2492

**TWO WHITE MALES LOOKING FOR TWO FEMALE SAILING**  
companions week of 7/14-7/22 in Virgin Islands on CSY 44' cutter. Boat paid for, you pay for airfare & share of food. Fun crew into sailing, snorkeling & mt. gay rum. Bob 453-2998

**Downwind Designs**

custom canvas bags, boat covers, cushions  
awnings

Fast, Professional Service.

Jane Silva — 200 Gate 5 Rd., no. 111, Sausalito, (415) 332-9593

**HARRIET'S SAIL REPAIR**

863-2945

555 Illinois St.

San Francisco, CA 94107

Under 30' Hoist

**AGENT FOR JOTZ SAILS**

**35' TUG M.V. TONOPAH**

'35 classic! 8' beam, 3' depth, carvel planked, pilothouse/eng. room combo. Excellent hull for steam eng. or open internal combustion eng. Has been out of water, hull needs work. Asking \$8,750. (415) 235-5629

**FOR SALE — CATALINA 22**

'71, fiberglass sloop w/teak trim. Hull & sails in good condition, 5 1/2 hp Johnson outboard. Sturdy bay boat at affordable price of \$4950. Alameda berth possible. Call Dick at (415) 522-0684 after 6 p.m.; days (415) 577-5197

**FOLKBOAT NO. 80, 1961**

25' wood sloop, 3 sets sails plus spinnaker, outboard, full cover. Beautiful, well maintained, ready to race or cruise. Recent survey. Temporary Berkeley berth available. \$7000. Call Mitchel Stark (415) 486-6709 (d) or (415) 528-2740 (e)

**WANTED: LADY SAILOR**

Man 41, looking for a lady to cruise on and/or liveaboard 35' Seagoer ketch. This year, S.F. bay, Next year ? Interested? Write Bruce, Box 50337, Palo Alto, CA 94303 or call at work 851-0488 Mon-Thur 0800-1700



**FROM FRANK DINSMOORE**  
on "Carina" In Hanalei Bay  
Thank you, Marin Marine — Sutter Salis  
I couldn't have done it alone.

#### FOR SALE

New Watts heavy weather jib, suitable for 36'-44' boat. Size: 9 oz.-135 sq. ft., 30'x10'x26'. \$450. Ph: (408) 683-0373(e)

#### BEAUTIFUL STRONG DODGERS

And complete canvas service: binnies, enclosures, covers, repairs. **THE CANVAS SHOP** (Anne & Bob's Canvas)  
Ballena Bay Yacht Harbor  
865-3666

#### BROWN 37 SEARUNNER TRIMARAN

Cutter "Sabado Tarde", equipped proven cruiser, South Sea veteran, 7 bags of sails, spinnaker, Inboard 15 hp dsl., safe, fast, dry & ready! Sleeps six. Has slip P-19, Oceanside Harbor. \$34,000. (916) 677-1251

### Custom Boat Lettering



Order your durable "Dry Paint" — boat lettering, individually designed according to your specifications, selecting from over 400 color combinations on our convenient order blank! Registration numbers and speciality art too!  
A to Z Signs & Graphics, 104 G St., San Rafael, CA 457-1849

#### TRAWLER TYPE 24' CRUISER

Glass over ply, Interior unfinished, six cylinder gas engine, located Sacramento. \$4,000. (415) 865-1866 or 523-9846

#### CATALINA 27

Main, jib, o.b., bow & stern pulpits, lifelines, depthsounder, full galley, carpet & drapes, exc. condition, \$13,900 for quick sale. 495-3050 or 461-5826

#### ERICSON 27

"Orange Sunshine", Y.R.A. champion 1979, Inboard engine, complete spinnaker gear, 5 winches, 90 - 120 - 150 jibs, triradial, many extras. \$24,500/offer. Call Glen 522-5417 or 351-5469

#### WANTED: LADY COMPANION

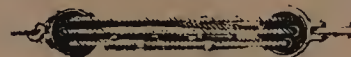
For fun-in-the-sun cruise to Channel Islands, month of September. Offshore and scuba experience desirable. Greg Stach, (415) 332-6137, Slip 500, Sausalito Yacht Harbor, Box 1858, Sausalito, CA 94965

#### 30' KNARR — \$7,200

TransPac sailor must sell 30' Knarr to meet debts. 10-12K potential, asking \$7,200/offer to meet debt. Call Doug McNaughton (415) 854-5212 July 1-10 or John Waite (415) 527-4698 July 10 to Aug. 15

RIGGING • RIG TUNING • COMPASS ADJUSTING • OUTFITTING  
ELECTRONIC INSTALLATION • ELECTRICAL • YACHT DELIVERIES

## ROMAINE YACHT SERVICES



#### RONALD R. ROMAINE

61 MIRAFLORES AVE.  
SAN RAFAEL, CALIF. 94901  
(415) 453-3969

#### KARL ROMAINE

YACHT DELIVERIES  
PORT HUENEME, CALIF.  
(805) 483-7227

#### BOB PERRY 47' KETCH FOR SALE BY OWNER

Excellent condition & well equipped. Owner w/consider bay area real estate exchange or \$135,000. A fast and sea worthy cruising yacht. Call Richard Wade (d) 557-2789 (e) 548-0722

#### MARINE SURVEYOR

## FRANK OLIVEIRA

Call Before 9AM  
or After 6PM

(415) 388-2239

Available Seven  
Days a Week

#### HAWKFARM 28'

Fast, strong design by Tom Wylie, competitive & active YRA one-design fleet, easily singlehanded, fine mahogany interior, dsl., new Signets, new racing main & lapper from your sailmaker. \$28,500 complete. Owner

(415) 461-4501 eves.



#### BOAT MAINTENANCE SPECIALISTS

Brightwork Painting Stainless  
Fiberglass Wash/Wax Galley  
Lowest Rates . . . Firm Bids  
(415) 921-8793

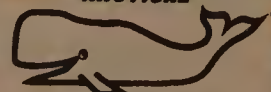
#### COLUMBIA 29

Traditional S&S Design full keel sloop, fiberglass with beautiful teak and mahogany trim. Well equipped and in like new condition. \$21,000 — 12% financing available. Chris Wagner (415) 237-9054 days (415) 388-3044 evenings

BELLS  
OIL LAMPS  
CLOCKS AND BAROMETERS

**WOODEN WHALE LTD.**  
NAUTICAL

DELT



NAUTICAL ANTIQUES

FOR USE ABOARD SHIP

1463 BEACH PARK  
FOSTER CITY  
574-3000

• OFFICE • DEN • CLUB •

#### PINEAPPLES SPINNAKER

'78 triradial, 0.75 oz., red/orange/gold/yellow; fits Ericson 27 or most 27' masthead rigs, never raced, cruised only 6 times, perfect condition, no pokes, stains, holes or rips, sheets, turtle, cost \$800 new. \$550. (415) 376-6441

#### NEED CREW?

Experienced Great Lakes skipper (25) seeking a berth aboard a cruising or racing sailboat, or as a commercial fisherman's crew. Good dsl./gas mechanic, exp. scuba diver, first aid, lifesaving. Bruce (415) 456-1192



#### ERICSON 27

Very clean, Atomic 4, 2 suits of measured sails, VHF, fathometer, Type 1 head, chrome 2 speed Lewmar 25s, halyards to cockpit, 6 wheel custom traveller, jiffy reefing, alcohol stove, dual batteries and more. (408) 263-3722

#### FOR SALE

CA-20, new sails, good condition, Tiburon berth, \$4,000/best offer. Jim Allen (707) 527-7072

#### CUTTER RIG, FULLY EQUIPPED

Excellent shape, berthed in Emeryville, \$25,000 — can finance. Nolan (415) 843-6700 evenings

#### 25' CHEOY LEE PACIFIC CUTTER

Excellent cruising sailboat. VHF, RDF, alcohol stove & many extras. With Monterey berth. Recent haul-out & survey. Call Dennis (408) 649-1846, 646-2974, 375-1058

#### SAUSALITO MOORING

First class mooring at a prime location. Easy access. \$30/mo. (415) 332-6903 eves, nights or early am

#### OLYMPIC CIRCLE SAILING CLUB



- Rentals
- Charters
- Lessons
- Club

**(415) 521-7322**

1815A CLEMENT AVE. ALAMEDA  
OPEN 7 DAYS A WEEK

#### MOORE 24

Hull No. 4, stiffer than average & all grandfathered. Keel 100 lbs. heavier, hull 50 lbs. lighter, mast 6" shorter, 7/8ths, larger spinnaker & pole. 5 sails, all gear, Berkeley berth J-111. \$10,500. (916) 445-2070 day (916) 446-5326 eves

#### AMF Force 5:

14' high performance racing sailboat, with trailer & sails, in immaculate condition, owner buying larger boat. \$1100. (415) 479-8747 days (415) 892-4854 eves

#### YACHT UPHOLSTERY

##### CANVAS WORK

Fine Materials & Quality Craftsmanship  
Call for a free estimate on your boat  
Brigitte (415) 924-3458



#### LIGHTHALL MARINE

Repair, Custom Rudders, Brokerage, Storage  
West Systems Epoxy  
Builders of the Lighthall 30 & The Gig  
13 1/2' of solid, safe rowboat — \$1295 complete  
10% off thru hull no. 10  
Hull no. 4 now in production  
(408) 425-8155 — Santa Cruz, CA

## classy classified

You can get your classy classified started by sending your check for \$10 (\$20 for businesses) along with your 40 wonderful words to: latitude 38, p.o. box 1678, sausalito, ca. 94965. The deadline is the 22nd of the month and we cannot bill you. — it just wouldn't be classy if we did. And remember to include your phone's area code to ensure full classy coverage.

#### BABA 30

Demonstrator, last year's model. The boat is clean, well equipped, and priced five thousand below current replacement cost. Nor'Sea Yachts (415) 332-8616

**AT YOUR NEXT CLUB MEETING SHOW "MAN OVERBOARD"**  
The new, exciting 16mm color film, rental and shipping, \$84.50. Call or write to reserve a print for your show date.

HIGH SEAS PRESENTATIONS, 2347 Eastern Canal  
Venice, CA 90291 (213) 821-7669

#### CHARTER IN BEAUTIFUL BRITISH COLUMBIA

and San Juan Islands well maintained 50' sailing yacht, 1 crew supplied will take 4-6 people, \$1400 weekly plus food. Phone (408) 336-5223.

#### COMPASS

Douglas Wilde

#### ADJUSTORS

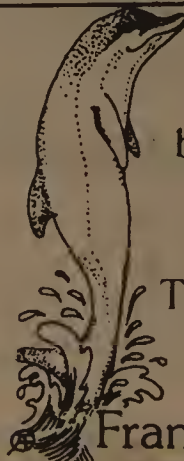
L. D. McCroskey



Phone 332-7989

#### 1979 HUNTER 33 SLOOP

Dsl. aux., lots of gear, Datamarine depth sounder & knotmeter. A fast, fun boat to sail, like new condition, \$38,900. (415) 332-5224, Berth 737, P.O. Box 444, Sausalito Yacht Harbor, Sausalito, CA 94966



## IN NEED?

boat carpentry · dry rot repair  
remodeling · refinishing  
· estimates ·

Traditional quality —  
Contemporary techniques

Frank Sayre · 332-8432



**CT-41' TYPE  
BEAUTIFUL KETCH**

~~\$67,500~~ Slashed to \$61,950 — Best Offer  
Must Sell!



Creative financing — ready for  
cruising/live-aboard. Loaded with Gear and  
Extras — Roller furling jib, 3 KW Generator,  
Huge Refrig./Freezer, Self-Steering &  
Autopilot, Avon, VHF, ADF & much more.  
S.F. berth available.

Call (415) 861-1496

**Brokers Of  
New Or Used**

**SAILS**



**RACERS:** Stop hoarding your old sails — we'll sell them for you.

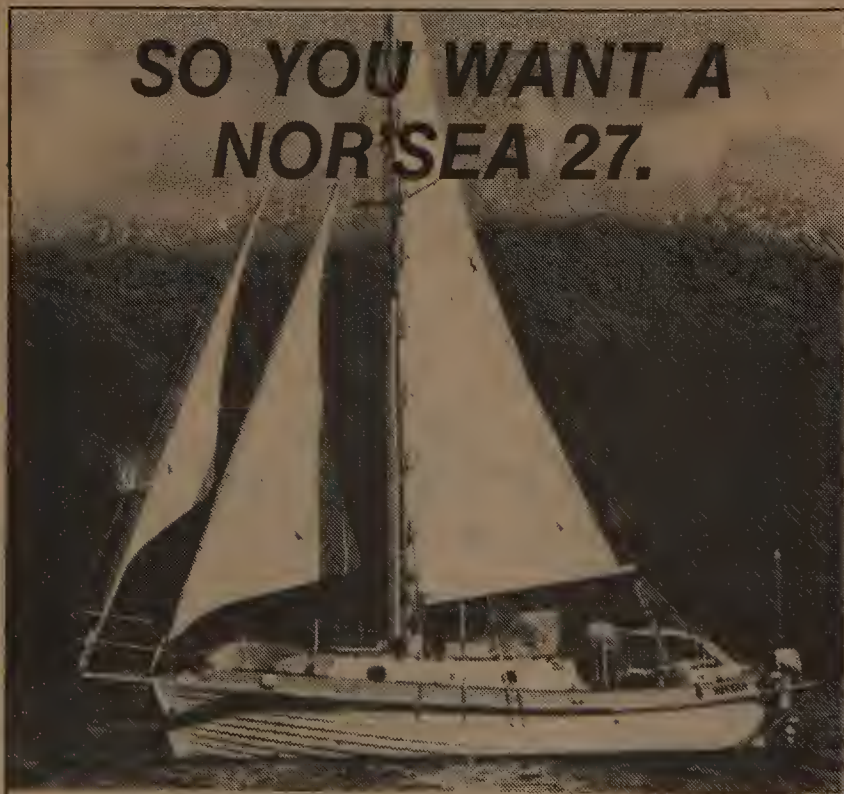
**CRUISERS:** We have a large inventory of beautiful cruising sails — Stop by (or phone) and take a look, you'll save lots of \$.

**Industrial Center Building No. 105**

**Gate 5 Road**

**Sausalito, CA 94965 (415) 332-9515**

**SO YOU WANT A  
NORSEA 27.**



Better look at this one before you buy. This cutter was the original Lyle Hess design; custom built for simple, extended cruising, 1½ years old with 10,000 cruising miles. Many extras — \$38,000.

**(408) 475-7966 or write: "WHOOSH"  
105 Serrell Ave., Santa Cruz, CA 95065**

**WESTSAIL  
42**



This beautiful yacht is fully equipped for ocean cruising. For brochure, write to 1885 Mountain View Drive, Tiburon, CA 94920, or phone (415) 433-5580 or (415) 435-1885 evenings and weekends



# SAM BROOKS YACHT SALES

Located at Brickyard Cove 1120 Brickyard Cove Rd.  
Point Richmond, CA (415) 235-9880

## OFFERS THESE FINE BROKERAGE LISTINGS

### SAIL

17' Leisure Sloop w/trailer.....	\$ 5,300
20' Cal, race equipped.....	3,800
20' Cal.....	5,000
23' Ranger.....	2 from 12,500
J-24.....	16,500
24' Yankee Dolphin.....	14,900
25' Bahama.....	9,795
27' Sun.....	24,495
27' Ericson.....	31,995
28' Buccaneer.....	16,500
30' Farallone, race/cruise.....	37,995
30' Cape Dory Ketch.....	38,850
32' Westsail, cruise ready, windvane.....	57,900
33' Dewitt.....	31,000
34' True North cutter.....	75,000
36' Columbia.....	39,500
38' Down Easter.....	69,950
41' Carib, showcase cond.....	64,995
44' Offshore Ketch.....	150,000
45' Coronado.....	86,500
49' Ferro.....	110,000
50' Steel.....	139,000
50' Challenger (Partnership).....	8,000

### POWER

18' Kona.....	\$ 5,100
19' Starfire.....	9,499
30' Tolly Tricabin.....	27,900
36' Eagle Trawler.....	61,995
40' Owens Tahitian.....	52,000
43' Gran Mariner (new).....	base price 89,995
44' Hunter.....	\$46,500
44' Pacemaker Motor Yacht.....	99,495
47' Chris Commander.....	139,500
49' Alaskan.....	189,500
50' Grand Banks, '78, cruise ready.....	190,000
57' Chris Motor Yacht.....	165,000

Particulars are believed to be correct but are not guaranteed. Subject to price change, withdrawal or prior sale without notice.

# BOB TEFFT CRUISING

415-332-3690



2829 BRIDGEWAY, SUITE 201, SAUSALITO, CA 94965

## SELECTED LISTINGS

30' Cheoy Lee Bermuda ketch, '62, new sails & dsl.....	\$30,000
30' Heavy steel sailing fishing vessel, ready to go.....	24,500
32' Holman "Rustler" cruising sloop, '68, good gear.....	41,500
32' Jeremy Rogers "Contessa", '76, sailed from England.....	47,000
32' Pearson "Vanguard", '66, dsl., complete 15,000 mi. cruise... ..	34,900
34' True North D/E cutter, '77, just returned from Alaska.....	75,000
37' Fisher ketch, '76, sailed to Hawaii and back '79.....	120,000
40' Concordia sloop motorsailer, '46, heavy construction.....	39,500
40' Alden cutter, '35, just returned from So. Pacific.....	53,500
41' Alden cutter M/S, '58, radar, GM 4-51, nice.....	68,000
41' Ohlson/Gurney custom sloop, '68, built in Denmark.....	120,000
43' Parker/Moody famous English cruising sloop, '54.....	65,000
44' Cheoy Lee M/S, aft cabin, '74, radar, much gear.....	159,950
47' Cheoy Lee Offshore, one ketch & one yawl, nlce.....	from 125,000
47' Brandlmayr steel ketch, '73, cruise veteran.....	139,000
47' Colin Archer steel ketch, '72, GM 6-71, must be sold.....	offer
48' Parker/Moody cruising sloop, '57, excellent boat.....	80,000
49' Robert Clark cutter, '64, excellent saller, loaded.....	100,000
49' Norrils/Ablett aft cabin ketch, '75, quality F/C.....	97,500
55' Schock ketch, '40, in outstanding conditlon, must see.....	197,500

**SPECIALIZING IN OFFSHORE CRUISING BOATS — Over 100 listings**

Particulars are believed to be correct but are not guaranteed; subject to price change, prior sale or withdrawal without notice.

# PETER JONES YACHT BROKERAGE (415) 386-5870

### SAIL

36' ISLANDER, '79, Westerbeke, dsl. extras.....	\$76,700**
36' ISLANDER, '75, Perkins dsl., cruise equipped.....	58,000**
35' PEARSON SLOOP, dsl., strong cruising boat.....	59,000**
33' C&C, Barients, 3 genoas & spinnaker, clean.....	45,000**
33' VANGUARD, full keel, good gear.....	33,500**
32' ATKIN, dsl., vane, SSB, veteran.....	29,500**
30' YANKEE, Sparkman & Stephens, well equipped.....	28,950**
30' DUFOUR, arpege, Volvo, dodger, VHF, RDF, etc.....	34,950**
30' NORTHSTAR 1000, Canadian built, wheel.....	25,500**
30' RAWSON, spinnaker gear & berth.....	25,000**
29' BALTIC CRUISER, '61, Danish built, pocket cruiser.....	16,000**
25' ERICSON 25+, very well equipped.....	22,950**
25' O'DAY, Honda outboat, Sausalito berth.....	13,500**
25' RHODES MERIDIAN, built in Holland, 6 sails.....	12,500**

### POWER

34' FLYING BRIDGE SPORTFISHER-FAIRLINER, exc. shape, owner w/finance.....	offer
---	-------

I am working with people who have expressed interest in the following boats: Col. 40, 2-30, 2-29; Islander 34, 33, 32; Vanguard with dsl., Nordic Folkboat, International Folkboat, Ranger 33, 26, 23, and Alberg 35.

If you own one of these or any well-built boat in good condition and want an honest and capable person to represent you during the problems of negotiation, financing, demonstration, survey, title transfer, insurance, and property tax proration, please give me a call and list your boat.

Peter Jones (415) 386-5870



# (GLEN COVE YACHT SALES)

(415) 261-0600  
(707) 552-4206

2020 Glen Cove Road  
Vallejo, CA 94590

**Dealer for the Eldredge McGinnis EASTWARD HO 24' & 31', U.S. built, full keel, offshore boats. Stages from \$10,000 to \$49,995 FOB. By special order only — Brochure on request.**

20' CAL.....	\$ 4,600
23' RANGER.....	12,900
23' O'DAY.....	8,000
23' SAN JUAN w/trailer.....	12,500
24' DEL REY, well equipped.....	9,500
26' BALBOA.....	11,500
26' DAWSON, aft cabin.....	17,500
26' COLUMBIA.....	11,000
27' TARTAN, new engine.....	19,500
32' BRISTOL, diesel.....	37,500
35' PILOTHOUSE CUTTER, custom glass.....	59,500
36' PEARSON, diesel, excellent.....	56,000
37' CT, factory custom.....	95,000
38' DOWNEASTER.....	70,000
39' ATKINS INGRID, ultimate custom glass.....	145,000
43' COLUMBIA, better than new.....	72,500
44' ISLANDER, excellent.....	79,500
45' RHODES M.S., terms as low as 10,000 down.....	try 85,000
45' STEEL KETCH, no nonsense cruiser.....	55,000
50' CUSTOM SLOOP, excellent speculation opportunity.....	220,000
50' STONE YAWL.....	68,500



**Dealers for:**  
**Farr 24' & 30'**  
**FORMOSA**

# SKIPPERS

**Yacht Sales**

**WE HAVE ONE OF THE LARGEST INVENTORIES  
 IN THE BAY AREA**

## Select Brokerage Listings

61' COLIN ARCHER KETCH.....\$ 95,000  
 60' BURGER CENTERBOARD YAWL.....250,000  
 53' SKOOKUM KETCH.....100,000  
 52' CHINESE JUNK.....89,500  
 50' PEREGRINE.....220,000  
 48' MAPLE LEAF AUX.  
   CRUISING CUTTER.....175,000  
 46' FRANZ MAAS LITTLE HARBOR YAWL110,000  
 45' COLUMBIA.....82,250  
 44' HARDIN BOUNTY KETCH.....110,000  
 43' ROSBOROUGH.....65,000  
 43' WESTSAIL.....2 from 120,000  
 41' CORONADO.....87,500  
 41' PIVER TRIMARAN.....41,000  
 41' BENNETT KETCH.....47,500  
 41' CT.....75,000  
 40' STAYSAIL SCHOONER.....53,000  
 40' CHALLENGER.....89,000  
 40' STONE KETCH.....19,000  
 40' HANG NEYH KETCH.....27,500  
 39' COLUMBIA-CUTTER RIGGED SLOOP.59,995  
 38' ALAJUELA.....90,000  
 38' FARELLON CLIPPER.....36,000  
 37' RAFIKI.....78,500  
 37' O'DAY.....60,500  
 37' IRWIN MARK II KETCH.....55,000  
 37' FAR EAST GARDEN.....52,000  
 36' CHEOY LEE CLIPPER.....67,500  
 35' CHEOY LEE LION.....35,000  
 35' ERICSON.....44,000  
 34' TRUE NORTH — Hilux.....75,000  
 33' PEARSON.....37,000  
 33' MORGAN O/I.....45,000  
 32' PEARSON VANGUARD.....36,500  
 32' PEARSON.....63,500  
 32' CHEOY LEE.....39,500  
 32' ISLANDER.....27,500  
 32' CLIPPER MARINE.....21,500  
 32' STEEL SLOOP, aft cabin.....35,900  
 32' HERITAGE MARINE.....33,000  
 31' BOMBAY.....42,500  
 30' PEARSON.....29,500  
 30' CORONADO.....24,600  
 30' CLIPPER MARINE.....15,000  
 30' HURRICANE.....12,000  
 30' RAWSON.....3 from 25,000  
 30' FAREAST H-30 KETCH.....25,000  
 30' ERICSON.....22,500  
 30' ALBERG.....25,950  
 29' COLUMBIA MARK I.....21,750  
 29' ISLANDER.....2 from 19,750  
 28' KINGS CRUISER.....2 from 8,500  
 28' COLUMBIA.....13,500  
 28'7" COLUMBIA, 8.7.....44,000  
 27' BRISTOL.....14,000  
 27' HANNA GULFWOOD.....6,000  
 26' REINELL.....8,300  
 26' COLUMBIA MKII.....12,900  
 26' INT'L. FOLKBOAT.....15,500  
 26' NORDIC FOLKBOAT.....2 from 7,500

26' COLUMBIA MARK I.....10,500  
 25'5" ERICSON.....22,950  
 25' CORONADO.....9,500  
 25' PACIFIC SEA CRAFT.....15,990  
 25' B. SEA HORSE YAWL.....11,900  
 25' PETERSON 2-25.....20,000  
 25' TRIMARAN.....6,400  
 25' STEPHENS GOLDEN GATE.....5,500  
 25' DEBUTANTE.....3,900  
 25' CAPE DORY.....14,700  
 24' J-24.....14,500  
 24' TANZER 7.5.....12,500  
 24' SAN JUAN.....2 from 15,500  
 24' BRISTOL.....2 from 13,500  
 24' ISLANDER BAHAMA.....2 from 6,000  
 24' COLUMBIA CONT.....4,000  
 24' FARR 727.....16,500  
 23' SANTANA.....6,800  
 23' RANGER.....10,800  
 23' BEAR.....2 from 4,400  
 23' COLUMBIA.....6,950  
 23' S2 7.3.....14,900  
 23' COASTER.....7,700  
 23' MAYA.....8,500  
 23' ISLANDER.....5,500  
 23' KELLS COASTER.....7,700  
 23' NEWPORT VENTURE.....2 from 5,900  
 23' BEAR.....2 from 4,400  
 22'6" PEARSON ELECTRA.....6,500  
 22' AMERICAN.....9,000  
 22' RANGER.....10,900  
 22' BRISTOL.....7,400  
 22' COLUMBIA.....3 from 5,000  
 20' BAY LADY.....2 from 3,450  
 20' GAFF RIGGED CUTTER.....2,500  
 20' PETERSON MERMAID.....4,000



**NEW 35' FORMOSA KETCH —**  
 Volvo Dsl., Shower, Lots of Teak &  
 Brass AT OUR SALES DOCK.....  
 ..... \$52,000



**NEW 34' AFT CABIN FORMOSA**  
**SLOOP — Volvo dsl., Walk-through**  
**to aft cabin! Lots of teak. AT OUR**  
**SALES DOCK.**



**52' CHINESE JUNK — Elegant**  
**Liveaboard, Cat. 225 Dsl., New Sails,**  
**Berth ..... \$89,500**



**61' COLIN ARCHER STEEL KETCH**  
**— GM 6-71 Dsl., Caribbean & Central**  
**American Cruising Vet, Recent**  
**Survey ..... \$95,000**

**BANK FINANCING AVAILABLE/BERTHS AVAILABLE FOR ALL BOATS**

**1535 Buena Vista Ave., Alameda**  
**No. 12 Marina Blvd., Pittsburg**

**(415) 522-6500**  
**(415) 432-8722**

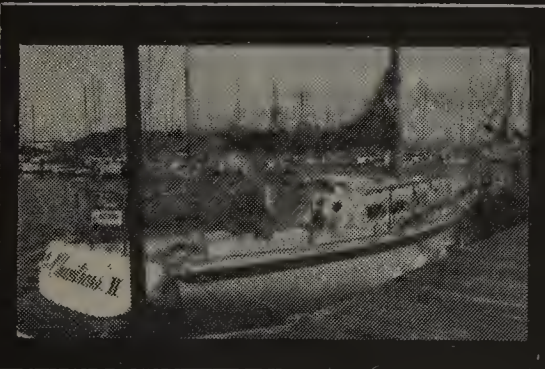




ERICSON 29 — Loaded with gear including autopilot, very clean, self tacking jib, spinaker, etc. Asking \$26,500



33' VANGUARD — Exc. cond., well equip't class champion. Attractive finance package avail. Seller motivated.



35' ERICSON — Swift, luxurious performance cruiser/racer in beautiful condition. Inquire.



SANTA CRUZ 27 — Race ready, Bill Lee design, exc. condition. 2 available from \$18,900.

# Cityachts

## SAIL — SELECTED LISTINGS

17' LEISURE.....	\$ 5,300
20' CAL.....	3 from 4,200 ★
22' COLUMBIA.....	2 from 5,000 ★
22' SANTANA.....	6,388
23' KELS COASTER.....	7,700
23' BEAR.....	2 from 6,200 ★
24' NORTHSTAR (from).....	15,000 ★
24' SAN JUAN (from).....	16,500
24' CAL T/4.....	11,900
25' KILLER WHALE.....	14,000
25' PETERSON.....	2 from 16,000
25' CORONADO.....	8,400
25' MERIDIAN.....	12,500
25' NORDIC FOLKBOAT.....	8,000 ★
25' JR. CLIPPER.....	offer
26' S-2.....	25,000
26' EXCALIBUR.....	9,700
26' COLUMBIA.....	12,200
26' COLUMBIA.....	12,900
27' SANTANA.....	14,000
27' BRISTOL.....	13,000
27' SANTA CRUZ.....	2 from 18,900
27' CHEOY LEE O.F.....	23,900 ★
27' CAL.....	18,000 ★
28' TAI PAN.....	29,500
29' ERICSON.....	26,500
29' RHODES RANGER.....	21,000
30' BIRD.....	11,000/offer
30' PETERSON.....	39,000
30' CATALINA.....	33,500
30' BURNS 1/2 TON.....	39,500
30' ISLANDER MKII.....	31,500
30' HURRICANE.....	17,000
30' CAL 3-30.....	41,800
30' KNARR.....	11,500
30' KNARR.....	13,200
30' KNARR.....	11,000
30' DRAGON.....	6,000 ★
30' PACIFIC.....	13,500
30' PACIFIC.....	12,500
31' WYLIE 'Legacy'.....	29,500
32' HOLMAN SLOOP.....	39,900 ★
32' MOTORSAILER.....	29,500
33' CAL.....	42,500
33' VANGUARD.....	36,000
32' 5.5 METER BOAT.....	7,250
35' ERICSON.....	55,000
35' ALBERG.....	37,500
36' FARR ONE TON.....	80,000
37' RAFIKI - CUTTER.....	78,500
38' ALAJUELA.....	94,000
38' FARALLONE CLIPPER.....	2 from 42,000 ★
40' CHEOY LEE O.S.....	67,500
40' STAYSAIL SCHOONER.....	40,000
41' CORONADO.....	87,500
41' TARTAN 'Regardless'.....	89,000
41' MORGAN.....	105,000
43' METER SLOOP.....	29,500
43' SWAN.....	139,000
44' PETERSON.....	110,000
44' BOUNTY.....	110,000
45' STEEL YAWL.....	110,000
47' STEEL KETCH.....	95,000
50' OFFSHORE SLOOP.....	220,000
55' STUART KETCH.....	170,000
57' SEA LION #1.....	150,000

★ Boat Includes San Francisco Berth

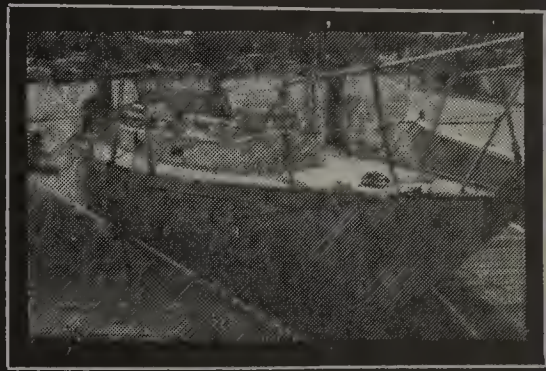
FOOT OF LAGUNA ST.

SAN FRANCISCO

(415) 567-3695



TARTAN 41 — "Regardless", custom rigged, extensive sail inventory, perfect blend of a racer/cruiser; interior rivals many touted cruising boats. Price reduced to the ridiculous sum of \$89,950.



32' ENGLISH BUILT full keel fiberglass cruising boat. Well outfitted, extensive cruising history, S.F. berth included. \$39,500.



CATALINA 30 — 1 year old, in impeccable cond., whl. steering, shower, active one design class, berth avail., priced to sell quickly.



CHEOY LEE OFFSHORE 27 — Traditional looks w/the ease of fiberglass maintenance. Beautiful cond., recent survey, i.b., S.F. berth included. Asking \$23,900.

Paul Kaplan, Christine Kaplan,  
Mary Jo Foote

Hank Easom, Eric Leiske &  
Rollo D. Dog



# meissner winches

MEISSNER INTERNATIONAL, B.V. set out six years ago to design and build the finest winches in the world. They have accomplished just that, and MEISSNER WINCHES have earned the respect of top international racing and cruising sailors.

## WHY MEISSNER WINCHES ARE BETTER

- **Geometric Design** - Balanced to achieve a maximum reduction in friction while the winches are under load, without sacrificing their ability to spin freely
- **Material Selection** - Best available for every component, including exotic alloys created exclusively for MEISSNER
- **Structural Strength** - Appropriate metals selected for all structural components
- **Alloy Base** - Cast by special process; strongest-lightest and most durable metal base offered anywhere
- **Anodizing** - Hardest and thickest available, unique in the marine industry
- **Special Roller Bearings** - Manufactured only by MEISSNER
- **Forged Aluminum Handle** - For the best combination of strength and light weight
- **Low Maintenance** - Self-lubricating journal bearings in gears and main shaft

## WHY MEISSNER WINCHES ARE BETTER FOR YOU

- Easier Sail Handling
- Outstanding Reliability
- Lower Maintenance
- Strongest-Lightest Design
- Greater Durability
- Written Warranty
- Comprehensive Service



  
**meissner  
winches**

Contact your U.S. Distributor:

International Marine Hardware  
Star Route 21  
Woodside, California 94062  
(415) 851-3060

Represented by Seaport Marine  
(213) 431-4804

Available at Anchorage Marine,  
Sausalito, CA (415) 332-2320

You can join the hundreds of sailors who prefer MEISSNER WINCHES over all others, because they are the strongest-lightest, most precisely designed and manufactured winches in the world.

These exceptional winches are now available in the U.S.A. Contact us for more information and the location of your nearest dealer.